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MONTEBELLO GENERAL PLAN ELEMENTS

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City planning Montebello

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This General Plan Report contains the following elements:

Prepared by
Koebig & Koebig

* Land Use
* Circulation
* Population
* Housing
* Parks and Recreation
* Open Space
* Redevelopment

Prepared by
City Staff

* Conservation
* Noise
* Scenic Highway
* Seismic Safety
* Safety

land use element

land use element

INTRODUCTION:

Patterns of land use are the most visible and most definitive characteristic of the urban environment. According to how many and what kinds of homes, businesses, and industries we see, we know whether we are in the country or the city; if we are in the city, we know whether we are in a primarily residential, commercial or industrial neighborhood.

These different types of neighborhoods require different locations and different types of services. Industrial and commercial areas, for example, must be located on flat lands and be easily accessible to both people - workers and shoppers - and goods via the railroad and street systems; residential areas require neither the topography nor the access of the others and in fact are better located away from major traffic routes. Industrial and commercial areas require more parking facilities and more utility services than do residential; they must also be located near residential areas for labor force and market support.

The Land Use Element recommends locations and extent of the various uses to be allowed in the city. It also recommends standards for population density and building intensity for each use.

PURPOSE:

To comply with California law (Government Code Section 65302) by formulating a plan designating the proposed general distribution and general location and extent of land uses.

GOALS:

1. To formulate a plan which is responsive to the needs of the community and which permits the orderly arrangement of land uses, permitting sufficient areas for reasonable development.

2. To develop and apply residential density standards which will limit the total population while providing single family development and still provide for a variety of housing types controlled by location to complement single family residential areas.

Adopted MCC June 26, 1973
GPA-5-75

3. To provide for development and location of commercial shopping areas within the community in a manner compatible with other land uses.

4. To provide for growth and development of an industrial area in a manner compatible with other uses.

OBJECTIVES:

1. That freeway frontage land of 40 to 100 acres be allocated for a Regional Shopping Center.

2. That sufficient land in close freeway proximity be allocated for an Auto Center.

3. That "cluster" type commercial development is preferential to proliferation of strip commercial.

4. That the portions of the present strip commercial that would not be part of the clustered general commercial areas be redeveloped into other specialized clustered land uses, such as medical and professional offices and other compatible uses.

5. That development of the hill areas be designed to accommodate a variety of housing types (e.g., single family; townhouse-condominiums and multiple family units.

6. That the older portion of the City, bounded by Beverly Boulevard on the north, the Union Pacific Railroad on the south, Vail Avenue on the west, and Bluff Road on the east, be permitted to redevelop into a medium density residential area.

7. That a minimum of 200 additional acres of recreation/open space be provided within the Montebello City boundaries.

CONSTRAINTS:

1. Land use patterns and community identities are already largely defined in the 68 percent of the City that is developed; existing structures and uses are difficult to recycle. The best opportunity areas for comprehensively planned development exist in the Montebello Hills.

Adopted MCC June 26, 1973

2. Flat land needed for industrial and commercial locations exists in the portion of Montebello located south of Lincoln Avenue. The hill area except for that area immediately adjacent to the Pomona Freeway would require extensive grading before these land demanding uses could be developed on it; it would therefore probably be more suitable for predominately residential development or open space uses.

3. The existing transportation and utilities infrastructure could constrain potential intensities and locations of various types of development; for example, the hill area can support an additional 14,000 people under current utilities conditions. The circulation system would be seriously underdesigned if the community were to develop according to what existing zoning will permit.

4. Attempts to acquire parks and open space may be constrained by high purchase prices and the highly developed nature of the City.

POLICIES:

Residential

1. Residential development should aim for the density standards outlined in the Housing Element of the General Plan.

2. Residential development of varying densities and housing types should be compatible among themselves and with adjacent commercial and industrial development.

3. Opportunities for a variety of living needs should be available in various locations throughout the City.

4. The existing medium density residential area characterized by mixed housing types in the central portion of Montebello should be retained.

5. Large concentrations of high and very high density residential development should be avoided.

6. The City's supply of older housing which is in good condition should be preserved.

7. Residential neighborhoods should be quiet, safe, and pleasant areas in which to live. They should be free from through traffic movements and encroachment of incompatible land uses.

Adopted MCC June 26, 1973

8. Building intensity in residential areas should not exceed the following maximum lot coverages:

Low density areas	40%
Medium density areas	50%
High density areas	60%
Very high density areas	60%

Commercial

1. Commercial development in the City should be sited in appropriate locations according to need.

2. City should contain a variety of types of commercial development, including regional and community shopping facilities, local neighborhood convenience centers, highway oriented development and professional office type areas.

3. Strip commercial developments on Whittier Boulevard, Beverly Boulevard and Washington Boulevard should be clustered into functional areas.

4. The City's major commercial streets, Beverly Boulevard and Whittier Boulevard, are in need of a major beautification and improvement program. This program should include street landscaping, provision of ample off-street parking, and some lot unification.

5. The City should contain ample commercial facilities to meet the needs of its residents as well as provide taxable revenues to the City.

6. Frontage areas along the Pomona and Santa Ana Freeways with good accessibility should be preserved for future commercial and industrial development.

7. Building intensity in commercial areas may approach 100% lot coverage, less required setback and parking requirements.

Industrial

1. The City's industrial area should be preserved and maintained.

Adopted MCC June 26, 1973

2. Adequate community infrastructure, including streets and utilities, should be developed to support and service the City's industrial development.

3. The City of Montebello should work with the City of Commerce to assist in solving circulation problems caused by industrial traffic in South Montebello and adjacent City of Commerce.

4. Frontage along Santa Ana Freeway should be preserved for industrial and compatible commercial development.

5. Building intensity in industrial areas may approach 100% lot coverage, less required setback and parking requirements.

DESCRIPTION OF THE PLAN:

The land use plan is generally characterized by intensification and some clustering of urban uses in the flatlands and development of a variety of urban uses - including several types of residential, commercial, and open space uses - in the Montebello Hills. It proposes retention of the overall residential character of the community with development of a regional town center, to include shopping and housing facilities, in the northeast part of the hill, clustering of commercial areas in the flatlands, and maintenance of the industrial section in the south. A park/open space belt system would wind through the City, including existing parks as well as, possibly, the Southern California Edison Company Right-of-Way in the north and west and land along the Rio Hondo Channel along the eastern limit of the City.

Residential areas in the developed portion of the City would undergo little change. Land north of Beverly Boulevard would be predominantly occupied by single family homes; exceptions would be multiple-family dwellings located in clusters adjacent to shopping areas, generally found between Garfield Avenue and the Southern California Edison Company Right-of-Way, at the northeast corner of Wilcox Avenue and Beverly Boulevard, between Lincoln Avenue and Beverly Boulevard in the vicinity of Taylor Avenue and Howard Avenue.

Residential uses would also continue to occupy most of the land between Beverly Boulevard and the Union Pacific Railroad tracks. Single family homes would remain in the western portion and the northern portion bounded generally by Madison and Cleveland Avenues on the south and 5th Street on the east. Mixed single

Adopted MCC June 26, 1973

and multiple family dwellings would occupy the areas from the bluff on the east to Vail Avenue on the west and south of the single family area just described. A high density cluster would be located generally between Whittier Boulevard and Olympic Boulevard west of Vail Avenue.

Residential uses in the southern part of the City would also remain substantially as they are. Single family homes would occupy almost the entire area east of Greenwood Avenue between Mines Avenue and the AT&SF Railroad in addition to the area west of Greenwood Avenue to Taylor Avenue and from Mines Avenue south past Beach Street. Medium density, mixed residential uses would occupy most of the area between Mines Avenue and the Union Pacific tracks east of Montebello Boulevard. High density multiple family units would be located along the west side of Greenwood Avenue between Date Street and the AT&SF tracks.

Residential uses in the hills would be of several types and densities. Low density development would be located on most of the slopes facing the City, an extension of existing development in this area. Medium density development - perhaps townhouses, patio homes, or low density apartments - would be located in several areas closer to the Pomona Freeway and to a planned commercial center in the northeastern hills. High and very high density development would be located adjacent to this planned commercial area in order to provide support for it and lend the atmosphere of a regional town center.

Commercial development, according to the plan, would generally be clustered into centers throughout the City. Neighborhood centers would be located at the northwest corner of Wilcox Avenue and Beverly Boulevard and the northwest corner of Montebello Avenue and Beverly Boulevard. Community shopping facilities would be available in the present downtown core area as well as at the southeast corner of Wilcox Avenue and Via Campo. Across Wilcox Avenue would be a highway commercial site. The planned commercial center in the northeast portion of the hills would include a regional shopping center, an auto center, and restaurants in a 40-100 acre area. Existing strip commercial development along the major east-west arterials - Beverly Boulevard, Whittier Boulevard, and Washington Boulevard - would be clustered into commercial, office, and residential areas.

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Industrial uses in Montebello would continue to be focused in the southwest part; that is, south of the Union Pacific tracks and west of Greenwood, and south of the AT&SF tracks the full breadth of the City. Additional industrial uses would continue to occupy the portion of the City east of the Rio Hondo Channel, between Whittier Boulevard and Mines Avenue.

Park and open lands would be located in areas throughout the City. Opportunities for land acquisition are limited in the central and southern developed parts of Montebello; resulting shortages may be somewhat alleviated by providing recreationally oriented facilities in areas where land is more available or where school recreational facilities may be used. In addition to currently existing parks, two hundred acres in the Montebello Hills would be set aside for open space. The remaining Southern California Edison Right-of-Way could be developed into parkland similar to Ashiya Park. An 8-10 acre park site would be acquired and developed in the southeast portion of the City, probably in the vicinity of Mines Avenue.

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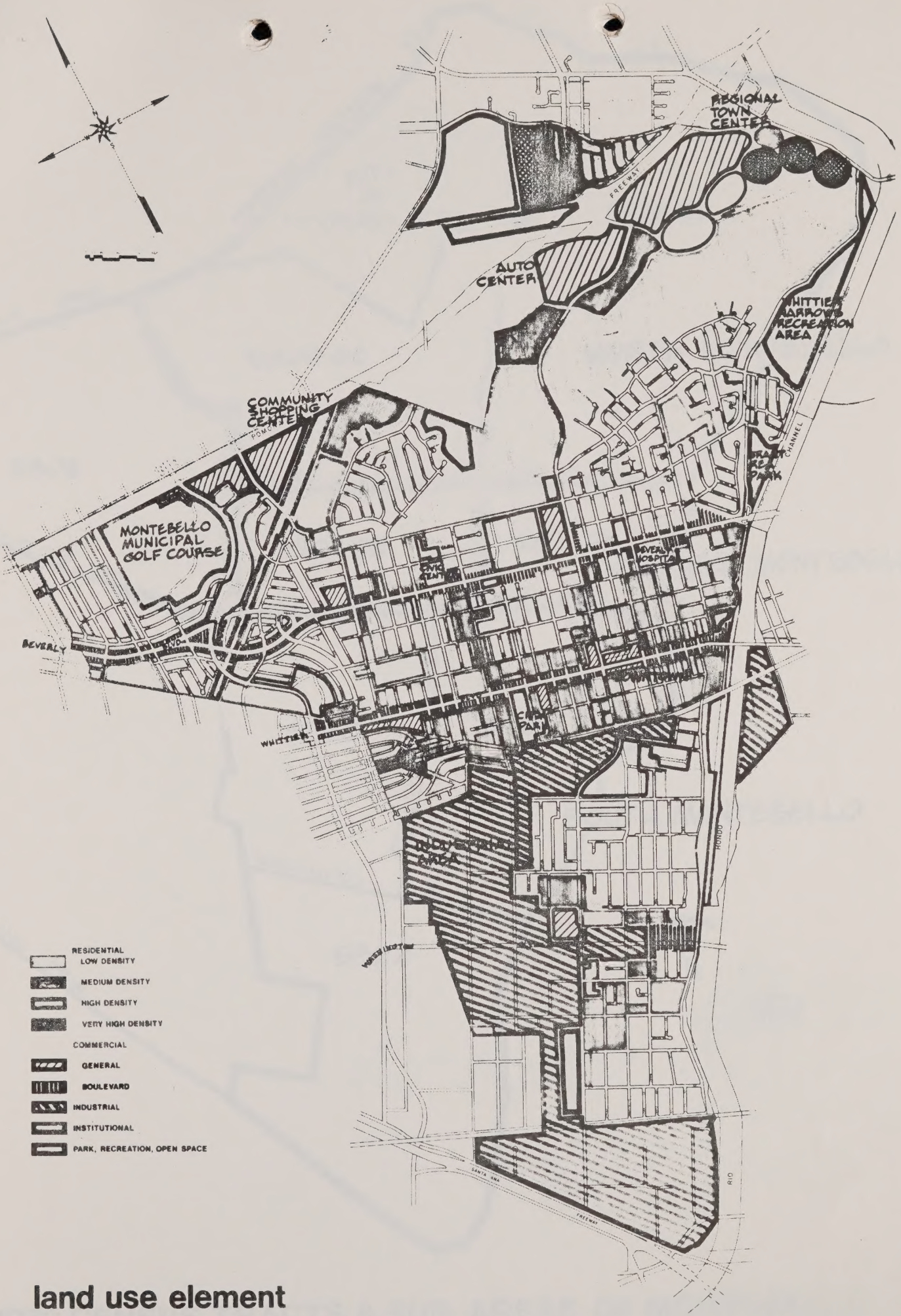
MONTEBELLO GENERAL PLAN PROGRAM
LAND USE ELEMENT

PROPOSED LAND USE DISTRIBUTIONS

Sub-Areas	Residential Densities				Commercial		Industrial	Institutional	Parks/Rec./ Open Space	Total Acres
	Low	Medium	High	Very High	Gen'l	Blvd.				
North:										
Acreage	1173.3	119	89.8	89.5	165.6	19.8	--	70.1	301.0	
% of Sub-area	57.9	5.9	4.4	4.4	8.2	1.0	--	3.5	14.8	
										2028.1
									*(27.1)	
									179.0	
Central:										
Acreage	469.0	218.1	65.3	--	78.8	80.1	--	125.0	206.1	
% of Sub-area	37.7	17.6	5.3	--	6.3	6.4	--	10.1	16.6	
										1242.4
									*(45.1)	
									62.4	
South:										
Acreage	413.5	259.1	61.0	--	31.4	31.2	823.3	35.0	107.5	
% of Sub-area	23.5	14.7	3.5	--	1.8	1.8	46.7	2.0	6.1	
										1762.0
TOTAL ACRES:	2055.8	596.2	216.1	89.5	275.8	131.1	823.3	230.1	614.6	5032.5
% OF TOTAL:	40.9	11.8	4.3	1.8	5.5	2.6	16.4	4.6	12.2	

*Other Channel

Source: Koebig & Koebig, Inc.
City of Montebello Planning Division



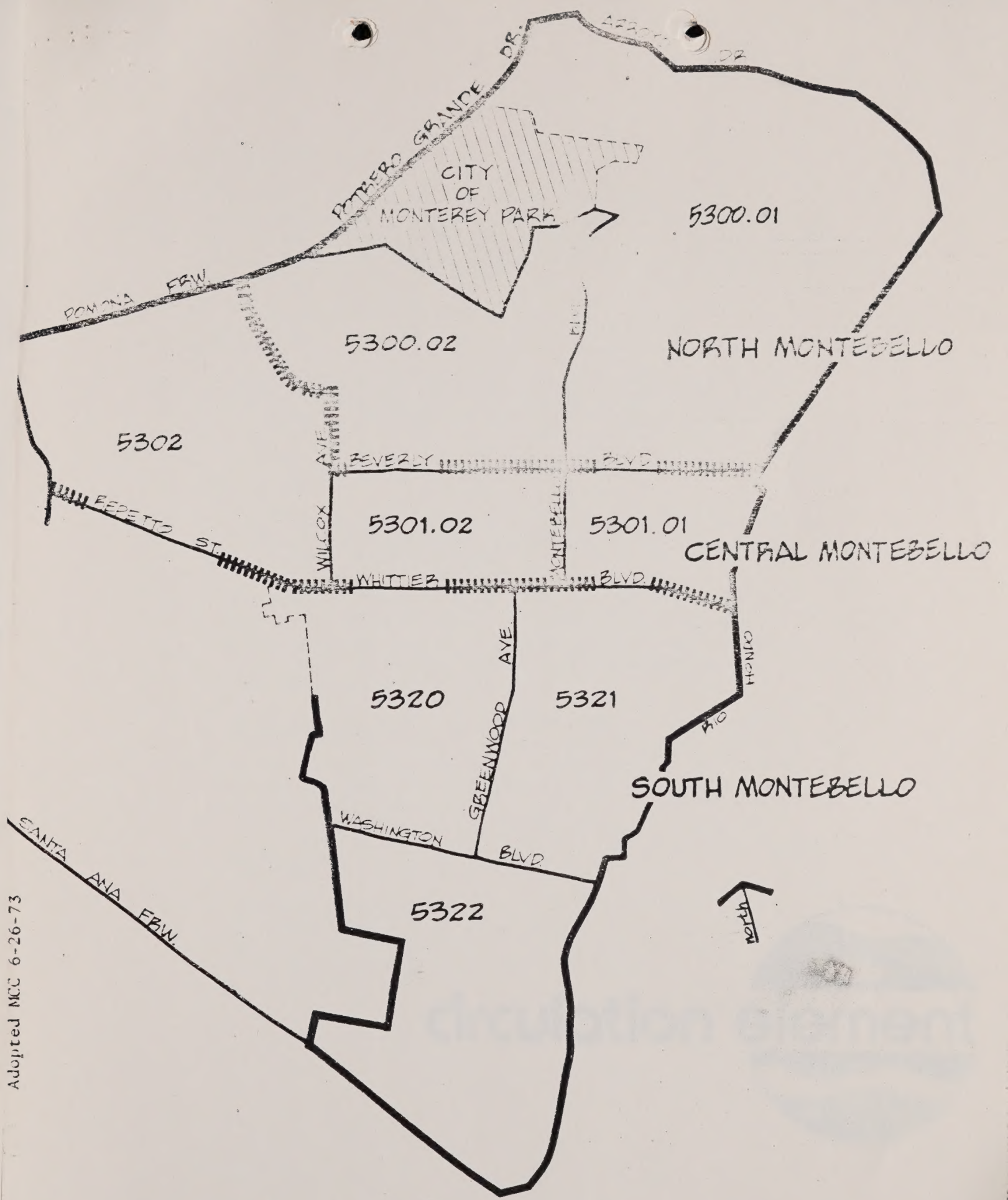
Adopted MCC 6-26-73
GPA-5-75

land use element

MONTEBELLO, CALIFORNIA GENERAL PLAN PROGRAM

KOEBIG & KOEBIG, INC.





Adopted MCC 6-26-73

1970 CENSUS TRACTS & SUB-AREAS OF MONTEBELLO



circulation element



circulation element

INTRODUCTION:

Circulation - the movement from one place to another - is vital to the well-being of the City and its population. An effective circulation system assures people the ability to travel to work, school, recreation, and other pursuits in the City and surrounding area.

PURPOSE:

To comply with California State law (Government Code Section 65302) by designating the location and extent of existing and proposed major thoroughfares and transportation routes.

DEFINITIONS:

The circulation plan is comprised of several types of streets, each designed to accommodate a specific type of travel. The various terms apply as follows:

Freeways are designed to be used for high speed intra- and inter-regional travel. They are 200 to 500 feet wide, characterized by limited access with interchanges at selected locations, and divisions between the two directions of traffic flow.

Major and Secondary Roads are designed to connect major living areas to working, shopping and recreation areas in and around the community. In Montebello, as a result of the close-in location, they also serve as through- and commuter-traffic routes. Both are characterized by controlled access, signalization and road dividers. Major roads are generally 80 to 120 feet wide, while secondary roads are generally 60 to 84 feet wide.

Collector Roads are designed to serve residential areas by taking traffic from local streets to primary and secondary routes. They are 60 to 70 feet wide and generally have neither dividers nor controlled access.

Adopted MCC June 26, 1973
GPA-5-75

GOALS:

1. To facilitate traffic movement and alleviate congestion in and around the City.

2. To protect residential areas from through traffic movement.

3. To develop a circulation system which provides for continuous movement to and from adjacent communities.

OBJECTIVES:

1. To improve north-south circulation in Montebello by providing at least one major street with a grade-separated railroad crossing.

2. To improve circulation in the southern industrial area.

3. To provide major traffic routes on streets which border rather than intersect residential neighborhoods.

4. To provide a circulation system for the Montebello Hills which services the various types of residential and commercial development but at the same time preserves the unique environmental and aesthetic qualities of the hill area.

5. To provide a crossing of the Santa Ana Freeway at Greenwood Avenue.

CONSTRAINTS:

1. Many east-west roadways as well as the nearby freeways now carry traffic at or near their designed capacities; the City Engineer has projected even higher volumes for the future. This condition will require improvement of the major east-west routes.

2. Existing commercial, institutional and residential development along major streets makes attempted widening difficult to accomplish.

3. Railroad tracks inhibit traffic on the City's north-south roadways.

Adopted MCC June 26, 1973

4. Topography in the Montebello Hills and physiographic features such as the Rio Hondo Channel/Whittier Narrows Dam and the bluff in the flatlands limit potential transportation routes.

POLICIES:

Major policies of the city with regard to circulation within the community are as follows:

1. The City should upgrade and improve Greenwood Avenue and Montebello Boulevard as the community's major north-south connector.

2. Improvement of Greenwood Avenue and Montebello Boulevard should include widening, grade separation structures and signalization.

3. City should seek to provide an adequate circulation system in the hills which services major regional traffic generators, yet preserves areas which are attractive for residential, open space or recreational development.

4. Through traffic in residential areas should be discouraged.

5. The City of Montebello should not be bisected by a new freeway route.

6. The City's existing municipal bus lines should be improved to accommodate and service new development, as proposed in the land use element.

7. Improvement in the bus system should include the development of two new terminals along Montebello Boulevard, one northeast of the intersection with Victoria Avenue, the other either within or adjacent to the regional town center.

8. With the development of the regional town center, an extension of Montebello/Northridge route through Monterey Park and a new route from the town center along Paramount Boulevard to Pico Rivera should also be considered.

Adopted MCC June 26, 1973

DESCRIPTION OF THE PLAN:

The circulation plan is shown on the accompanying map. Generally, it shows the designation of primary road for Beverly Boulevard, Whittier Boulevard, Olympic Boulevard, Mines Avenue, Washington Boulevard, and Slauson Avenue to carry east-west traffic and Garfield Avenue, Greenwood Avenue/Montebello Boulevard, and Paramount Boulevard to carry north-south traffic. Secondary streets designated are Wilcox Avenue, Lincoln Avenue between Wilcox Avenue and Montebello Boulevard and along the Whittier Narrows Dam to San Gabriel Boulevard, Telegraph Road, and a proposed road in the Montebello Hills from Howard Avenue to Montebello Boulevard. A supporting system of collectors, grade separation structures, and freeway interchanges is also depicted.

Notwithstanding any other provision of the plan, nothing contained herein shall be deemed or construed to in any manner, indicate or evidence any intention on the part of the City of Montebello to at any time in the future, acquire by purchase, eminent domain or any other means, any real property and/or appurtenances for purposes of implementing any provision of this plan.

Adopted MCC June 26, 1973
GPA-1-75; GPA-5-75



Adopted MCC 6-26-73
GPA-5-75

circulation element

MONTEBELLO, CALIFORNIA GENERAL PLAN PROGRAM

KOEBIG & KOEBIG, INC.



population element



INTRODUCTION:

The population of Montebello numbered 42,807 in 1970, according to the Federal Census of that year. That figure represented a 33.4% increase over the population in 1960, which was determined by the census to be 32,097. Since 1970, the population has grown to an established 44,500 (according to the State Department of Finance: February 1, 1973).

This population growth rate is not a new phenomenon in Montebello, but rather has been sustained over the past 40 years. The City's population increased over 45 percent between 1930 and 1940, over 171 percent between 1940 and 1950, and almost 48 percent between 1950 and 1960. The current growth rate -- about 3.3% per year -- exceeds that of all surrounding communities except Monterey Park.

With the growth of the population has come a gentle shift in its characteristics. Residents of Montebello today tend to be younger, more prosperous, and members of small family units than formerly; educational achievement has changed too, with a decrease in the average number of school years completed and an increase in the proportion of students completing high school and enrolling in college.

Another integral aspect of this population increase has been the rising proportion (47%) of Spanish-surname people. This group has distributed throughout the population at all age, economic, and educational levels as well as all physical locations of the City.

PURPOSE:

The purpose of this population element is to analyze existing population characteristics and to develop projections for future populations of the City.

GOALS:

1. To assure that the various elements of the General Plan are developed in compatibility with the needs of the people of Montebello.

2. To raise an awareness of the characteristics of the people of Montebello so that they may be more aptly served by their public facilities and programs.

Adopted MCC June 26, 1973

MONTEBELLO GENERAL PLAN PROGRAM
POPULATION ELEMENT

SELECTED POPULATION CHARACTERISTICS

	1960	1970	Percent Increase/ Decrease
Median Age	32.6	29.7	- 8.9
Median Household Size (persons per unit, all occupied units)	2.8	2.1	-25.0
Owner - Occupied Households	3.1	2.6	-16.1
Renter - Occupied Households	2.4	1.7	-29.2
Median Family Income[1]	$ 9,203	$ 11,060	+20.1
Education (years completed)	11.5	11.1	- 3.5

[1] *In constant 1970 dollars.*

Sources: Federal Census Data Summary, City of Montebello; U. S. Bureau of the Census, 1960 and 1970; Development Research Associates

Adopted MCC June 26, 1973

OBJECTIVES:

1. To determine present and project future size and distributions of population, in order to be able to distribute public services on a planned basis.

2. To determine special needs associated with specific segments of the population.

3. To define standards for density and distribution of population.

CONSTRAINTS:

1. Existing Conditions: The current population of Montebello is 44,500 and, with its total urban environment, occupies 79 percent of the land area. Existing land use and housing type arrangements do much to determine density patterns and distributions of population: this distribution is estimated at about 22 people per acre in areas of low density housing areas, almost 30 people per acre in mixed housing areas, and almost 40 people per acre in high density areas.

2. Age level and income distributions in Montebello parallel those for the County in general. Potential problems may be associated with the amount of poverty in the City (according to U. S. Bureau of Census definitions nearly 8% of all residents) and the decline in number of school years completed (according to Development Research Associates). High absorption of recently constructed multiple-unit housing indicates a demand for it in Montebello's location. The City through its community leaders determine the degree of growth to be accommodated in Montebello at which locations, and at which densities.

3. Facilities and Services Support System. Ability to accommodate new population is limited by the ability of the City to service additional people. A major constraint in Montebello is utilities; current capabilities in the undeveloped portion of the hills limit population there to 14,000 people. Additional constraints are abilities to provide schools, recreational facilities, and government services for new population.

4. Zoning. The holding capacity of the current zoning map for the City is 90,000-100,000 people.

Adopted MCC June 26, 1973

5. Citizen Attitudes. Returns from the Citizen Attitude Survey, conducted in January, 1973, indicated a preference for ultimate population size of 45,000-55,000. Community leaders in the same survey indicated a preference for a City of 55,000-65,000. The Citizens' Advisory Committee developed as a target an ultimate limit not to exceed 60,000 people.

POLICIES:

1. The ultimate size of Montebello should be about 60,000-70,000 people, distributed throughout the City as indicated in the Housing Element of the General Plan. Population growth from the current 44,500 people to the ultimate community size will be guided by density standards as indicated on the General Plan and will be characterized by development of residential uses in the hills and some intensification of residential uses in the flatlands. Present and projected populations for the City as a whole as well for three subareas are indicated below; the subareas are outlined on the accompanying map.

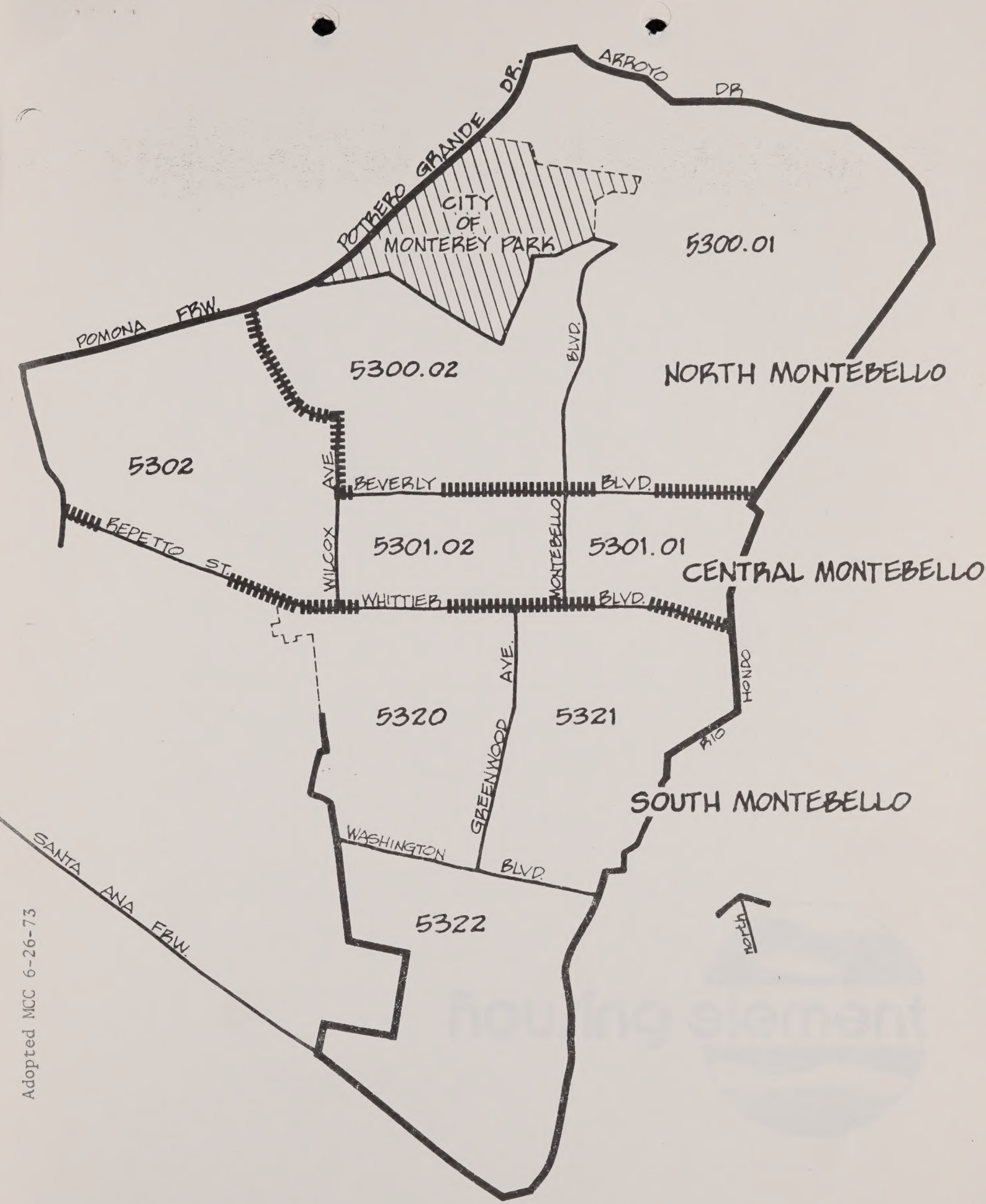
Sub-Area	1970	Projected
North Montebello	10,211	30,900
Central Montebello	16,794	19,200
South Montebello	15,802	17,200
Total:	42,807	67,300

2. Because no specific segments of the population are unexpectedly large or have previously unidentified needs, no new special programs or facilities are determined to be necessary at this time. This situation will be reevaluated periodically in order to insure that such needs are provided for as they arise.

3. Population density will vary according to type of housing. Generally, this density should aim for the following levels:

	Dwelling Units Per Acre
Hillside low density areas	4.5
Low density areas	7.5
Medium density areas	10.0
High density areas	14.0
Very high density areas	35.0

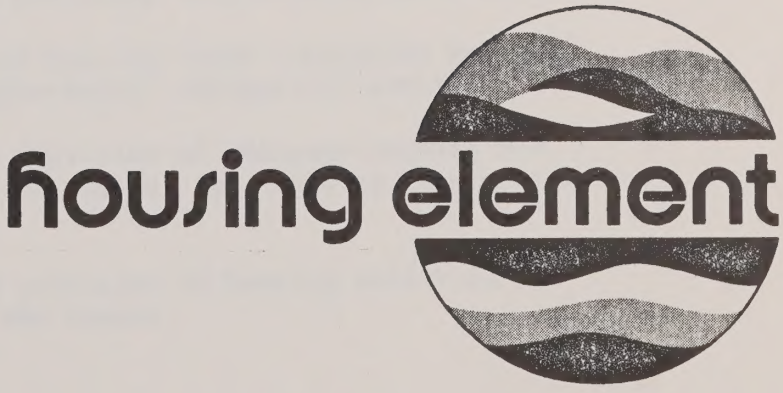
Adopted MCC June 26, 1973



Adopted MCC 6-26-73

1970 CENSUS TRACTS & SUB-AREAS OF MONTEBELLO




housing element

INTRODUCTION:

Montebello may best be described as a suburban residential community. As one drives through it, the City presents the image of "a good place to live;" slowly curving streets, slightly rolling hills, low buildings, wide sidewalks and mature trees in residential areas help create this image. "Location" and "neighborhood," in fact, were the two reasons most frequently cited by respondents to the Citizen Attitude Survey for moving to Montebello and as the things they liked most about living in the City.

Because Montebello is primarily residential -- almost 60 percent of the developed portion of the City is in residential use -- it is natural that housing supply and distribution are an important concern. Housing conditions in the City are good; housing supply is adequate, sound, and generally correlated in price to the income of the community. Conditions of over-crowding are rare; median home values and contract rents are tending upward while income also rises.

This element focuses on the ability of the City to continue to meet the housing needs of its population.

PURPOSE:

To comply with California State law (Government Code Section 65302 and Health and Safety Code Section 37041) by recommending standards and designating sites for housing to accommodate the needs of all economic segments of the community.

GOALS:

1. Develop and apply density objectives which will limit the total population while providing single-family development.

2. Provide for a variety of housing types controlled by location to complement single-family residential areas.

3. Promote and insure the provision of adequate housing for all persons regardless of income, age, race or ethnic background.

4. Promote and insure the provision of housing selection by location, type, price and tenure.

Adopted MCC Jan. 28, 1974

5. Promote and insure open and free choice of housing for all.

6. Act as a guide for municipal decisions and how these decisions affect the quality of the housing stock and inventory.

OBJECTIVES:

1. That the older portion of the City, bounded by Beverly Boulevard on the north, the Union Pacific Railroad on the south, Vail Avenue on the west, and Bluff Road on the east, be permitted to redevelop into a medium-density residential area as indicated on the land use and housing element.

2. That development of the hillside areas be designed to accommodate a variety of housing types (e.g.,single family, townhouse-condominiums, and multiple family units).

3. That existing sound residential neighborhoods be preserved.

CONSTRAINTS:

1. Housing stock in the City of Montebello is generally sound.

2. Housing stock in the City was approximately 65 percent single-family units and 35 percent multiple-family units in 1970. This distribution reflects a predominance of multiple-unit construction in the past decade; in 1960, the ratio was 73 percent single-family units to 27 percent multiple family. That these new multiple units are being quickly occupied, indicates an unmet demand for rental housing in close-in areas such as Montebello.

3. Most new housing in the City probably will be located in the hillside areas, which are the major open areas in the City.

4. Because of rising real estate values, topography, and land preparation costs, some areas in the City are becoming too costly to develop solely into single-family units.

POLICIES:

1. Residential development should aim at the following densities for the various types of development:

Adopted MCC Jan. 28, 1974

MONTEBELLO GENERAL PLAN PROGRAM
HOUSING ELEMENT-HOUSING CHARACTERISTICS

	1960	1970
Number of housing units	10,803	14,449
Owner-occupied	62.1%	54.3%
Renter-occupied	37.9%	45.7%
Density of housing units (dwelling units per gross acre)		
Single-family units	--	7.3
Multiple-family units	--	13.9
Density of occupancy (% of units with more than one person per room)	6.9%	5.6%
Median home value (owner-occupied units)	$ 16,400	$ 26,173
Median contract rent	$ 73	$ 108

Source: U. S. Bureau of the Census,
Koebig & Koebig, Inc.
Development Research Associates

Adopted MCC Jan. 28, 1974
GPA-5-75

	Units Per Gross Acre
Hillside low density (between Lincoln Avenue and Pomona Freeway)	4.5
Low density	7.5
Medium density	10.0
High density	14.0
Very high density	35.0

The allowable density permitted on a given lot or parcel should be based on the net area available after necessary dedications have been made for major and secondary highways and collector streets. The areas necessary for local and private streets may be included as part of the net area for a lot or parcel.

2. The concept of planned unit development should be encouraged for new residential areas, especially in the hillside areas. The clustered patterns associated with this concept will maximize the amount of land to be left open for parks and recreational use.

3. Higher density housing should be clustered near commercial centers and near major streets.

4. Older housing stock which is in good condition should be preserved.

5. The City should protect residential neighborhoods from encroachment by incompatible uses, traffic, and other disruptive influences.

6. The City should initiate a program of code enforcement with relation to housing.

7. The City should develop a program designed to insure the availability of equal opportunities in obtaining housing.

8. The City should develop a model to inventory housing needs and assess the effectiveness of construction activity within the City in meeting these needs. New units should be approved for construction based on their ability to satisfy housing needs identified by the model.

Adopted MCC Jan. 28, 1974

9. The City expects to have increased its housing supply to accommodate the projected population of 67,300 by 1990, the end of the planning period.

10. The City should pursue continual intergovernmental coordination among local jurisdictions. The agency charged with the primary responsibility for coordinating the activities of local jurisdictions is the Southern California Association of Governments (SCAG), of which Montebello is a member. The SCAG "Housing Element," published in 1971, presents a thorough analysis of housing demands and deficiencies, constraints, assistance programs, goals, objectives, and programs on a county-wide basis for the SCAG - member counties; it should be used as a continuing reference to housing policy decisions made by the City. SCAG housing goals with particular applicability to Montebello are:

    - To encourage new construction methods and housing types to increase the supply of housing for all segments of the population.

    - To ensure housing opportunity in proximity to jobs and daily activities. Also to encourage job opportunity in proximity to low and moderate income housing.

    - To ensure that all housing enhances the total environment and family life styles.

    - To work with State and Federal officials to take a more realistic view of the housing problem.

    - To implement existing financing vehicles and stimulate the development of innovative financial techniques that will reduce housing costs.

    - To assure that housing location adequately considers geological hazards and ecological factors in siting.

    - To assure that the location of housing does not destroy regional recreational sites or important open space resources.

Adopted MCC Jan. 28, 1974
GPA-5-75

DESCRIPTION OF THE PLAN:

The housing plan recommends maintenance of the single-family residential character of the City with an increased proportion of medium and high-density dwelling units clustered in specific areas as described in the policies for the Housing Element. It provides for development of various housing types in the hills and preservation of existing neighborhoods in the flat lands.

Hillside low density (4.5 units per acre) would predominate in those portions of Montebello designated as the hill areas.

Low density (7.5 units per acre) would continue to occupy the areas it does now; these areas are located between Beverly Boulevard and the hill areas, between Beverly Boulevard and Whittier Boulevard generally west of Montebello Boulevard and in a cluster between Medford and the Union Pacific Railroad west of Vail Avenue, between Mines Avenue and Jacmar Street from Bluff Road to Taylor Avenue, and between Date Street and the ATSF Railroad west of Bluff Road.

Medium density areas (10 units per acre) would be in two general areas. Within the hill areas, there would be four medium-density areas in close proximity to Montebello's northern boundaries. The other area would be that portion of the City between Beverly Boulevard and the Union Pacific Railroad, an area that would retain its current character of mixed single-family and lower-density, multiple-family dwelling units.

High density housing (14 units per acre) would be located in clusters near commercial centers and near, but not necessarily on, major streets.

Very high density housing (35 units per acre) would be located in close proximity to the proposed regional town center in the hill areas.

Adopted MCC Jan. 28, 1974

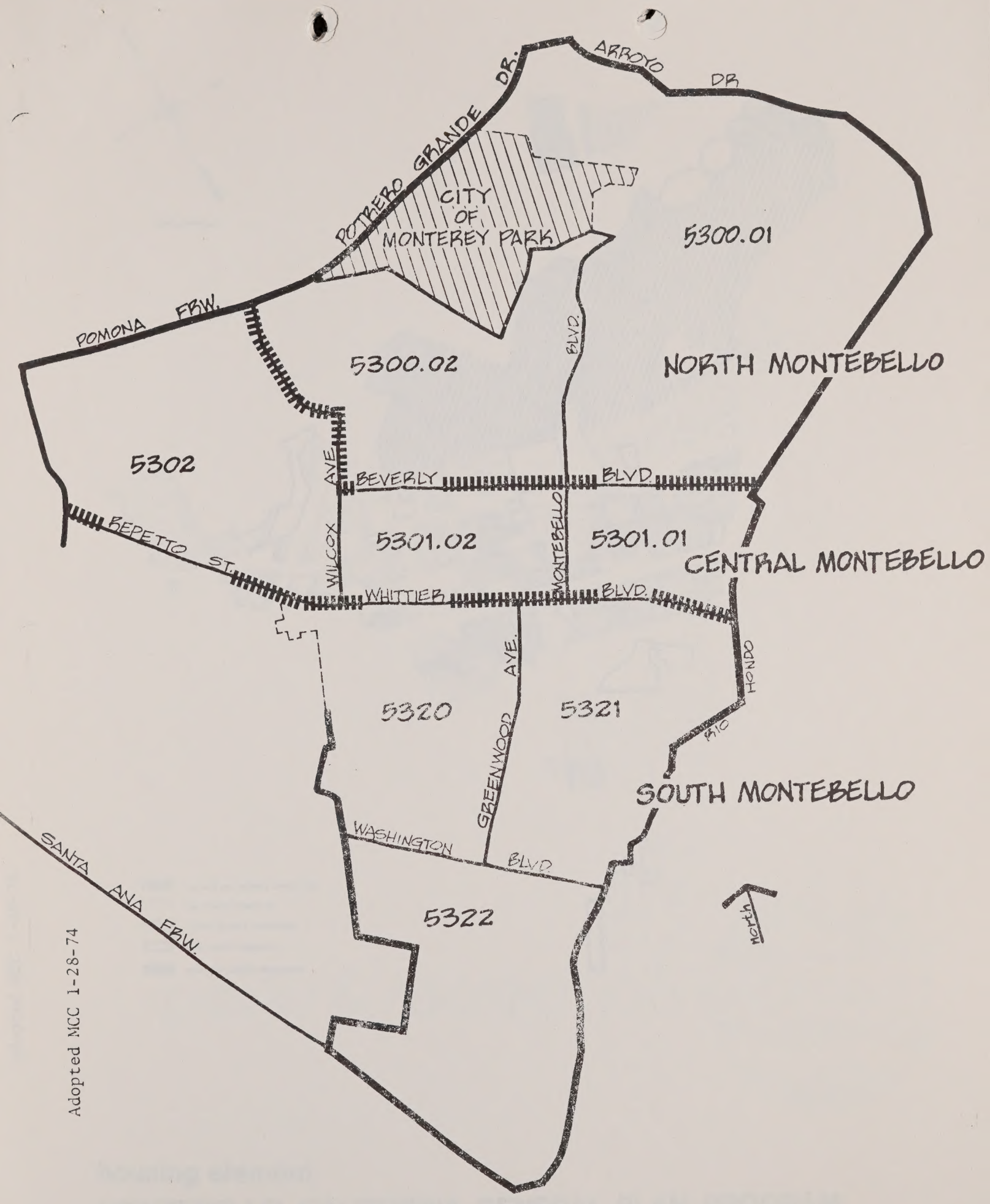
MONTEBELLO GENERAL PLAN PROGRAM
HOUSING ELEMENT

PROPOSED RESIDENTIAL LAND USE AREAS

Sub-Areas	Residential Densities Low	Medium	High	Very High	Totals
North					
Acreage	1,173.3	119	89.8	89.5	1,471.6
% of Sub-Area	57.9	5.9	4.4	4.4	72.6
Central					
Acreage	469.0	218.1	65.3	--	752.4
% of Sub-Area	37.7	17.6	5.3	--	60.6
South					
Acreage	413.5	259.1	61.0	--	733.6
% of Sub-Area	23.5	14.7	3.5	--	41.7
Total Acres:	2,055.8	596.2	216.1	89.5	2,957.6
% of Total:	40.9	11.8	4.3	1.8	58.8

Source: Koebig & Koebig, Inc.
City of Montebello Planning Division

Adopted MCC Jan. 28, 1974



1970 CENSUS TRACTS & SUB-AREAS OF MONTEBELLO





Adopted MCC 1-28-74

housing element

MONTEBELLO, CALIFORNIA GENERAL PLAN PROGRAM

KOEBIG & KOEBIG, INC.



parks & recreation element

INTRODUCTION:

The City of Montebello through its Park and Recreation Department maintains a comprehensive system of park and recreational facilities including neighborhood and community parks, the municipal golf course, historical sites, and specialized community services.

An analysis of these facilities, however, indicates that the City's facilities are inadequate to meet existing needs. The City's standard for park land is to provide four acres per 1,000 population. Existing community parks and park sites,excluding the municipal golf course, total 89.7 acres; approximately 90 additional acres would be required to satisfy the standard for Montebello's present population of 45,000.

PURPOSE:

The purpose of the Parks and Recreation Element is to complement and supplement the other elements of the General Plan by developing goals and policies relating to parks and recreation, identifying existing as well as proposed general locations and acreage for park and recreational land, and by formulating an action program for implementation of the Parks and Recreation Plan, as allowed by California State law (Government Code, Section 65303).

DEFINITIONS OF PARKS AND RECREATION USES:*

Recreational areas serve different types of needs in the City and therefore must be developed in different ways. Various types of recreational development are:

> Regional Park. A major park that offers recreational opportunities of a nature or of such wide variety that it possesses attraction for persons in the widest possible ranges of age and interest. It frequently contains two or more of the other types of areas defined here or elements of them, and generally serves people living within a radius distance equivalent to about an hour's drive.

Adopted MCC Jan. 28, 1974
GPA-5-75

Parks and Recreation Element, City of Montebello, 1966.

Community Park. In general a "community" is a group of neighborhoods forming a recognized section or district of the city. A community recreation park is, accordingly, an area serving the several neighborhoods within a community. Planned for both young people and adults, the community recreation park provides outdoor and indoor facilities to meet a much wider range of recreation interests than the neighborhood recreation center. The community recreation park is usually served by public transportation. For those who travel to it by automobile, off-street parking is provided.

Neighborhood Park. In general, a "neighborhood" is the area served by an elementary school. A neighborhood recreation center is preferably a combination school and recreation park that provides space for outdoor and indoor recreation activities under supervision, but some neighborhood recreation centers are on sites away from schools. Regardless of location, the neighborhood recreation center is planned primarily for children from approximately five to fourteen years of age and for family groups, but usually includes an area for preschool children. When it adjoins an elementary school, it readily serves both school and neighborhood recreation needs. Like the school, it is within walking distance of the homes in the neighborhood.

Playlot. A small recreation area, usually less than two acres, serving preschool age children. Playlots are always located within easy walking distance of residential neighborhoods of medium and high density characteristics. They contain play apparatus, quiet areas, mothers' areas and landscaping.

Special Facility. An individual public use facility isolated from park areas and maintained for specialized programs of a community-wide nature.

Historical Sites. The historical sites mentioned in this plan are buildings or areas having particular historical significance to the local community. Although some of them are also marked with State or County historical monuments, their greatest significance is found in the history and development of Montebello. No particular emphasis is placed upon these historical sites as a part of the program of activities of the City's Recreation Department.

Adopted MCC Jan. 28, 1974

GOALS:

1. To provide a full range of park and recreational facilities and programs which are easily accessible to all residents of the community.

2. To provide 4.0 acres of park and recreational use per 1,000 residents to meet the standards of the City.

OBJECTIVES:

1. Provide neighborhood parks and recreational facilities wherever possible within walking distance of all residents.

2. Expand joint-use recreational agreements with school district.

3. Establish park and recreation space under utility easements.

4. Expand recreational use of land in Rio Hondo Channel area.

5. Establish park and recreational facilities in the hill area.

6. Preserve and expand existing park and recreational facilities.

7. Establish additional park facilities and improve existing park facilities in the South Montebello area.

CONSTRAINTS:

1. The degree to which urban development has occurred in Montebello has set a limit on the amount of vacant land which can be acquired for park and recreational space. Approximately 30 percent of the land within the City is vacant, but much of that land is located in the north portion of the City. The lack of suitable vacant land in south Montebello residential neighborhoods limits the City's attempts to meet the standard of 4.0 acres of park and recreational land per 1,000 residents in this area.

2. The financial ability of the City to purchase land which is developed or vacant for the purpose of creating additional park and recreational land, as well as the financial ability of the City to maintain these facilities, is limited.

Adopted MCC Jan. 28, 1974

3. To date, joint-use recreation agreements in Montebello have been relatively limited in scope, and based on informal staff-level agreements. Through expansion and formalization of joint-use recreation programs, and development of park-playground areas adjacent to schools, a greater range of community services could be provided. Joint-use recreation programs are especially desirable in cities such as Montebello, where park and school land is insufficient and costly.

POLICIES:

1. Preserve and maintain all existing park and recreational facilities within the City.

2. Encourage expanded cooperation and coordination between the School District and the Park and Recreation Department for the purpose of formally establishing multi-use recreational opportunities at Montebello's school sites.

3. Wherever possible, acquire the necessary parks and recreational acreage required throughout the City to meet the standard of 4.0 acres of park and recreational use per 1,000 residents.

4. Pursue the goals and objectives for parks and recreation.

DESCRIPTION OF THE PLAN:

The Parks and Recreation Plan for the City of Montebello includes components of varied sizes and uses, both existing and proposed.

The combined existing and proposed park and recreational land for the City will provide sufficient area to meet the standard for a projected population of 67,300.

The projected population for Montebello is expected to be distributed as follows:

Sub-Area	Projected
North Montebello	30,900
Central Montebello	19,200
South Montebello	17,200
	67,300

Adopted MCC Jan. 28, 1974

The tabulation of proposed park and recreational lands shown on the following page reflects this distribution by illustrating an attempt to correlate proportions of park lands to population throughout the City. Because the various sub-areas are developed to different degrees, correlations are not exact, but the total amount of land proposed reflects a surplus for the overall needs of the City.

ACTION PROGRAM:

In an effort by the City of Montebello to adequately and effectively satisfy the park and recreational needs that are necessary for the proper physical and psychological development of all residents, it is fundamental that the City pursue the following action programs:

1. The City should increase required park dedication fees from individual developers who are developing various parts of the City in pace with the costs of providing park and recreation land and improvements. Development fees for parks and recreation purposes should be based on the actual cost of providing said facilities, in keeping with the adopted goal of 4.0 acres per 1,000 population.

2. Wherever possible, funds collected from developers should be allocated from the purchase and/or development of park sites that would serve the population that provides said funds.

3. The land use and housing element maps indicate a range of per acre densities over generalized areas. In order to preserve park and open space land within the generalized areas, developers should be encouraged to cluster housing units in selected areas and thereby create open space land in the remainder. This development technique, commonly referred to as the PUD or Planned Unit Development, would have its greatest applicability in the Montebello Hills. Additionally, the City should consider the use of capital improvements programs, bond issues, dedications, and other techniques to acquire a large amount of park and recreation land in the hill area.

4. The City of Montebello and the Montebello Unified School District should work closely together to develop an ongoing program for recreational use of school recreational facilities during non-school hours. Planning, designing, and development or redevelopment of school recreational facilities should

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consider the recreational needs of the neighborhood or community; similarly, planning of city parks and playgrounds adjacent to schools should relate to the recreational needs of the neighborhood and its school children.

5. The City of Montebello and the Los Angeles Flood Control District should examine the feasibility of using part of the Rio Hondo spreading grounds for park and recreational purposes. Specific attention should be focused on alleviating deficiencies in the central and southern portions of the city where only a limited supply of undeveloped land suitable for park and recreational purposes exists.

6. The City should with the Southern California Edison Company, further investigate the use of additional utilities right-of-way recreational purposes.

Adopted MCC Jan. 28, 1974

EXISTING LOCAL, NEIGHBORHOOD AND COMMUNITY PARKS

	Park Name	Description	Park Acreage
Sub Area North:	Acuna	Neighborhood	6.0
	Grant Rea	Community	22.3
	Northridge Mini-Park	Tot Lot	0.2
	Potrero Heights	Neighborhood	7.1
	Sanchez Adobe	Community	1.7
	Taylor Ranch	Community (being developed)	4.3
		North Sub Area:	41.6 acres
Sub Area Central:	Ashiya	Neighborhood	8.1
	Bicknell	Community	16.1
	John Dutcher Tot Lot	Tot Lot	0.5
		Central Sub Area:	24.7 acres
Sub Area South:	City Park (Portion)	Neighborhood	3.6
	City Park (Portion)	Community	12.8
	Holifield	Neighborhood	7.0
		South Sub Area:	23.4 acres
		Total Existing Parks:	89.7 acres

Current Parks Needs: 180.0 acres
Current Deficiency: 90.3 acres

Adopted Jan. 28, 1974
GPA-5-75

MONTEBELLO GENERAL PLAN PROGRAM: PARKS AND RECREATION

PROPOSED PARKS AND RECREATIONAL AREAS *

Sub-Area	Projected Need, 1990 (In Acres)	Proposals to Alleviate Projected Park and Recreation Deficiency
North		
		42 acres existing parks
	124	50-80 acres proposed park in hills next to Whittier Narrows Plan
		30-50 acres proposed park in hills
		50-70 acres proposed park in hills
		13 acres proposed multi-use at La Merced Elementary
		23 acres proposed multi-use at Schurr High School
		6 acres proposed use at Edison Right-of-Way
Sub-Total:	124	214-284 (Surplus: 90-160 acres)
Central		
		25 acres existing parks
	77	5 acres proposed multi-use at Eastmont Intermediate School
		8 acres proposed use of Edison Right-of-Way
		1 acre proposed multi-use at Fremont Elementary School
		9 acres proposed park adjacent to spreading grounds
		14 acres proposed multi-use at Montebello High School
		4 acres proposed multi-use at Washington Elementary School
		6 acres proposed multi-use at Montebello Intermediate School
Sub-Total:	77	72 (Deficiency: 5 acres)

Adopted MCC Jan. 28, 1974
GPA-5-75

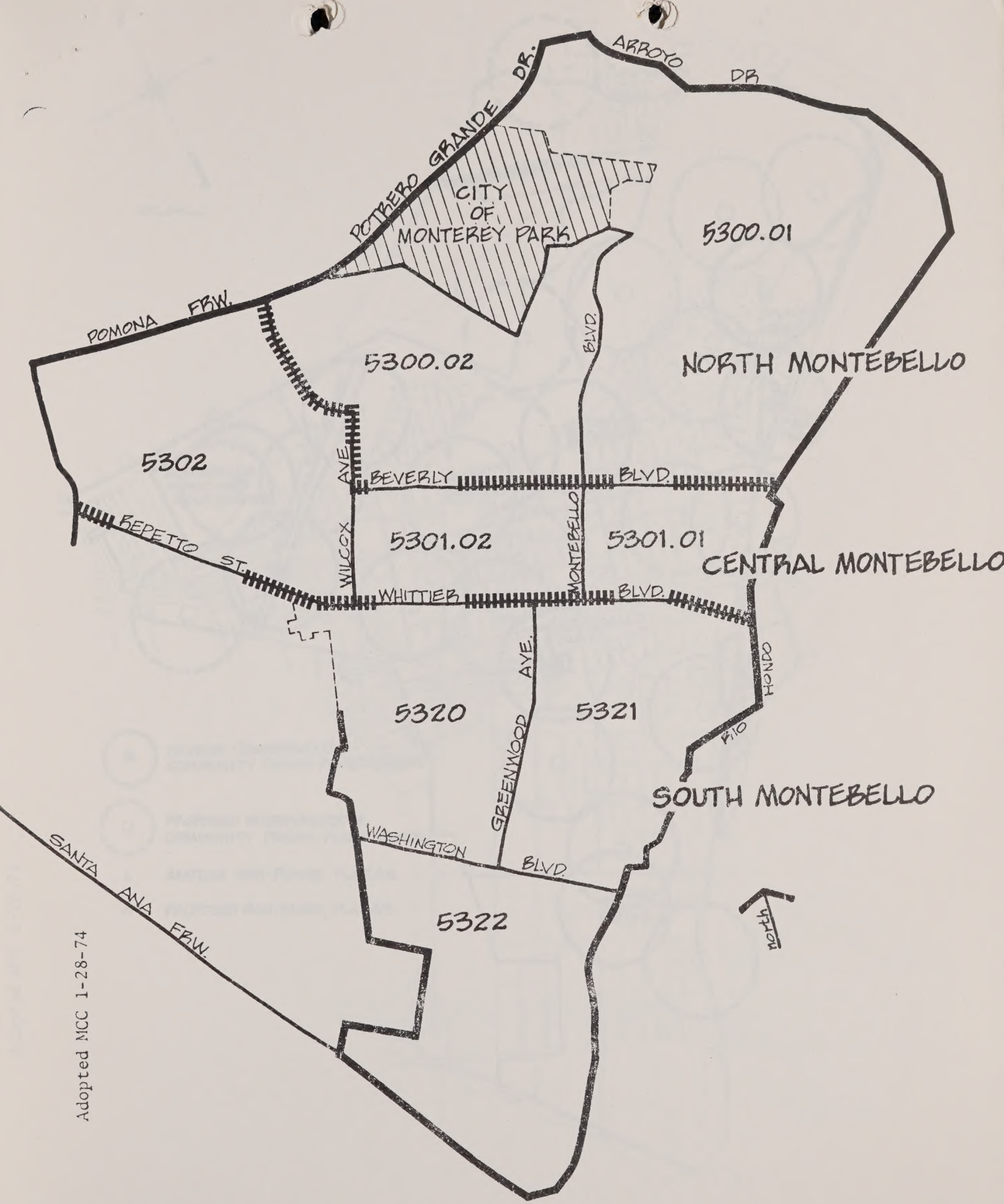
PROPOSED PARKS AND RECREATIONAL AREAS (Continued)*

Sub-Area	Projected Need, 1990 (In Acres)	Proposals to Alleviate Projected Park and Recreation Deficiency	
South		23	acres existing parks
	69	8-10	acres proposed park land acquisition
		5	acres proposed multi-use at Greenwood Elementary School
		8-10	acres proposed park land acquisition
		10	acres proposed park land acquisition or multi-use of spreading
Sub-Total:	69	54-58	(Deficiency: 11-15 acres)
TOTAL PARK NEED, 1990	270	340-414	(Net Surplus: 70-144 acres)
CURRENT PARKS APPROX. ACRES:	90		
PROJECTED 1990 DEFICIENCIES:	180		

**In order to meet City's standard of 4.0 acres per 1,000 residents for projected population of 67,300.*

Source: Koebig & Koebig, Inc., and City of Montebello, Planning Division.

Adopted MCC Jan. 28, 1974
GPA-5-75



1970 CENSUS TRACTS & SUB-AREAS OF MONTEBELLO



open space element

INTRODUCTION:

As a result of shrinking work weeks, increasing leisure time, more people and higher incomes within the last several years, there has been a growing pressure on the land for uses as urban development and a resulting concern about the environment. This concern has focused not only on air, noise, and water pollution but also on the ratio of land in open space to that which is used for housing development, industries and commercial facilities. The rapid growth of cities during the 1960's and the persisting speculation that the urban region will spread have lent momentum to public interest in open space. In order to limit this spread and to preserve open spaces both within and outside of the urban areas, it is therefore necessary to formulate guidelines to help preserve the quality of the environment.

There exists a unique condition to preserve open space in Montebello: it is a close-in community with a large amount of vacant land, located in an urbanized region. This unique condition gives a feeling of open space. The main contributors to this perception are the large amounts of vacant land located in the Montebello Hills, gas storage facilities, oil fields, Whittier Narrows Dam and the settling basins along the Rio Hondo Channel; however, this condition can not be expected to last indefinitely as much of the vacant land, particularly in the Hills, is currently being planned for subdivisions by private land owners.

PURPOSE:

The purpose of this open space element is to comply with California law (Government Code Section 65560-70) by adopting goals and policies relating to open space, identifying open space, and formulating an action program for implementation of the open space plan.

DEFINITIONS OF OPEN SPACE LAND AND OPEN SPACE USE:

According to California State Law (Government Code Section 65560), open space land includes:

Adopted MCC June 26, 1973

1. Natural resource land, which is land that possesses or encompasses natural resources, the use or recovery of which can best be realized by restricting the use of the land.

2. Agricultural land, which is land actively used for the purpose of producing an agricultural commodity for commercial purposes.

3. Recreation land, which is land actively used for recreation purposes and open to the public for such purposes with or without charge.

4. Scenic land which is land that possesses outstanding scenic qualities worthy of preservation.

5. Watershed or ground water recharge land, which is land important to the state in order to maintain the quantity and quality of water necessary to the people of the state.

6. Wildlife habitat, which is land unusually valuable or necessary to the preservation or enhancement of wildlife resources of the state.

Open space uses may include:

1. Public recreation, including playgrounds associated with schools.

2. Enjoyment of scenic beauty.

3. Conservation or use of natural resources.

4. Utility rights-of-way, substations and storage facilities and underground gas storage.

5. Production of food or fiber.

6. Cemeteries.

7. Residential development in lots of 1/2 acre or larger.

Distribution and quality of these types of uses in the City of Montebello is varied. A large portion of acreage in the Montebello Hills can be classified as natural resource land. At the present time this land is utilized for the purpose of oil

Adopted MCC June 26, 1973

production. Use of the oil fields, now in the last phases of secondary recovery operation and production, is expected to end in the next 10-12 years. The oil fields have been a great asset to the City by acting as a holding agency; the hill area is almost the only part of the City still open and undeveloped.

Agricultural land amounts to only 1.2% of total area of the City. Dairying and orchards are the primary agricultural land in the City.

Approximately 4.1 percent of the area of the City is classified as recreational. This land is largely composed of the six parks located throughout the City plus the Montebello Municipal Golf Course.

Much of the land in Montebello is considered scenic in nature. The hills provide a vantage point from which to view vistas of Montebello and surrounding communities as well as a landmark, an immediate point of identification, large enough to be seen from almost every location. The bluff adjacent to the Rio Hondo contains a scenic route overlooking a water course with natural vegetation. Mission Viejo and Sanchez Adobe, aside from providing cultural and historic landmarks to the City, add to the scenic qualities worthy of preservation. Park sites such as City Park and Bicknell offer residents recreational uses as well as contribute to the satisfiable perception of open space.

Necessary watershed and water recharge areas also exist within the City limits of Montebello. Settling basins on the east side of the City act as an important factor in the hydrological cycle. The water held in these basins percolates into the soil and thus raises and replenishes the water table. These basins are important to the maintenance of the quality of water necessary for the people of the region.

Certain locations within the City offer habitats to a variety of wildlife species; such animals as quail, rabbits, hawks and coyote utilize the vacant hill area as a habitat. Other types of small wildlife, located in the Whittier Narrows Dam area and the water basins, are a variety of birds and rabbits.

Adopted MCC June 26, 1973

MONTEBELLO GENERAL PLAN PROGRAM:
OPEN SPACE ELEMENT

EXISTING RECREATIONAL, VACANT, AND OPEN SPACE LAND

	Acres
Montebello Municipal Golf Course and Bicknell Park	139.49
Gas storage field	29.57
Cemetary	98.26
Southern California Edison Right-of-Way (Including Ashiya Park)	90.12
Acuna Park	6.01
Taylor Ranch	4.34
City Park	16.43
Whittier Narrows Dam	80.50
Grant Rea Park	22.30
Settling basins and horsekeeping property	47.70
Holifield Park	7.00
Sanchez Adobe	1.69
Agricultural (primarily scattered fig groves)	50.96
Open Useable (vacant land in hills and vacant parcels throughout city)	891.89
Open Unuseable (primarily steep slopes on Rio Hondo and spreading rounds)	194.38
City Total:	1,680.64

Source: Koebig & Koebig and City of Montebello Planning Division

Adopted MCC June 26, 1973
GPA-5-75

GOALS:

1. To insure the preservation and conservation of sufficient open space to introduce relief from the otherwise uninterrupted urban development of the Southern California region.

2. To insure the preservation and conservation of sufficient open space to serve the recreational, health, and welfare needs of the residents.

OBJECTIVES:

1. Identify existing open space that is important to welfare of the community.

2. Establish standards and criteria for the location and development of open space and recreation land.

3. Provide open space and a full range of recreation facilities and programs which are easily accessible to all residents.

4. Determine the location, size and type of recreational facilities and programs on the basis of the needs of the people.

5. Identify unique natural features, scenic areas and historical sites.

6. Identify methods for the preservation and acquisition of open space.

CONSTAINTS:

1. The City of Montebello is approximately 68% developed; the remaining 32% of undeveloped land is composed of the following: 4.1% recreation, 1.2% agriculture, 5.7 % open unuseable, and 21% open useable.

2. The hill area, which is the site of much of the 21% remaining open usable acreage, offers an opportunity to acquire land at relatively lower prices than would be required for developed flatland areas. The Citizen Attitude Survey, conducted in January, 1973, indicated that 72% of the citizens responding want playgrounds, parks and open space in the hills.

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3. Purchase of full or partial rights to land may prove expensive, and may limit the ability of a community to acquire land for open space and recreation.

4. Difficulty in coordinating extracurricular use of school facilities may limit the City's ability to provide adequate recreational land.

5. Spreading grounds in the Rio Hondo Channel may not be used for recreation or other purposes unless and until technological and legal obstacles, if any, are overcome.

POLICIES:

1. Two hundred (200) acres of land in the hills should be acquired by the City for parks, playgrounds and open space.

2. Ecologically important areas should be viewed as areas of critical concern and should be preserved wherever possible.

3. Open space areas should be provided or developed to serve the needs appropriate to their location.

4. In addition to obtaining new open space areas, the City should seek to make more use or multi-use of the existing open space areas of the community. This program would include recreational use of school playground facilities during non-school hours.

DESCRIPTION OF THE PLAN:

The Open Space Plan proposes expansion of the parks and recreation facilities system and conservation of some of the unique features and areas of Montebello. It is characterized by proposed multiple use of lands in an attempt to amass as much recreational land as possible to meet the standards set by the City.

Existing parks, as described in the Montebello Inventory Report, would be retained; in summary, they include proposed Acuna Park, Ashiya Park, Bicknell Park, John Dutcher Tot Lot, Grant Rea Park, Holifield Park, Montebello (City) Park, and Northridge Mini Park. Special facilities to be retained as open space land would be Taylor Ranch and Montebello Municipal Golf Course. Additional open spaces proposed to be retained as they now exist are the cemetery in northern

Adopted MCC June 26, 1973

Montebello, gas storage facilities and the Whittier Narrows Dam. The horse-keeping properties along the Rio Hondo Channel, south of the Union Pacific Railroad, are also recommended to be maintained.

New open space lands are proposed to be located in the Montebello Hills, which contain most of the existing open land in the City.

Multiple use of some existing open land and of most school recreation areas is proposed throughout the flatlands. The Southern California Edison Right-of-Way and the settling basins in the Rio Hondo Flood Control Channel would be maintained as open space and investigated for possible multiple use depending on the ability to overcome any technological and/or legal obstacles. The park playground portion of the schools in Montebello are proposed to be available for public recreational use outside of school hours.

Notwithstanding any other provision of the plan, nothing contained herein shall be deemed or construed to in any manner, indicate or evidence any intention on the part of the City of Montebello to, at any time in the future acquire, by purchase, eminent domain or any other means, any real property and/or appurtenances for purposes of implementing any provision of this plan.

ACTION PROGRAM:

The open space plan is not a static entity; rather, it requires the active review and re-evaluation in order to be effective. In order to implement the open space plan and provide an effective program to insure that permanent open space be provided in the community, it will be necessary to use various tools, policies, programs:

1. The City should increase required park dedication from individual developers who are developing or redeveloping various parts of the City.

2. One technique which should be considered is increasing the amount of land dedicated under the provisions of the Quimby Act (current Montebello Park Dedication Requirements). Standards for land dedication or in lieu cash payment should be sufficiently high so as to make land dedication preferable to cash payment.

Adopted MCC June 26, 1973

3. As an alternative to increasing park dedication standards under provision of the Quimby Act, the City should consider adopting a fee formula for park land similar to the one recommended by the League of California Cities as utilized by Arcadia and Downey. This fee formula would create a per unit tax and would include apartment and condominium projects currently not covered by provisions of the Quimby Act.

4. The land use and housing element maps indicate a range of per acre densities over generalized areas. In order to preserve park and open space land within the generalized areas, developers should be encouraged to cluster housing units in selected areas and thereby create open space land in the remainder. This development technique, commonly referred to as the PUD or Planned Unit Development, would have its greatest applicability in the Montebello Hills.

5. The City of Montebello and the Montebello Unified School District should work closely together to develop an ongoing program for recreational use of school recreational facilities during non-school hours. Planning, designing, and development or redevelopment of school recreation facilities should consider the recreational needs of the particular area as well as the recreational needs of the neighborhood or community; similarly, planning of city parks and playgrounds adjacent to schools should relate to the recreational needs of school children.

6. Other techniques which should be considered to implement the park and recreation portion of the open space element include:

   Gift or dedication

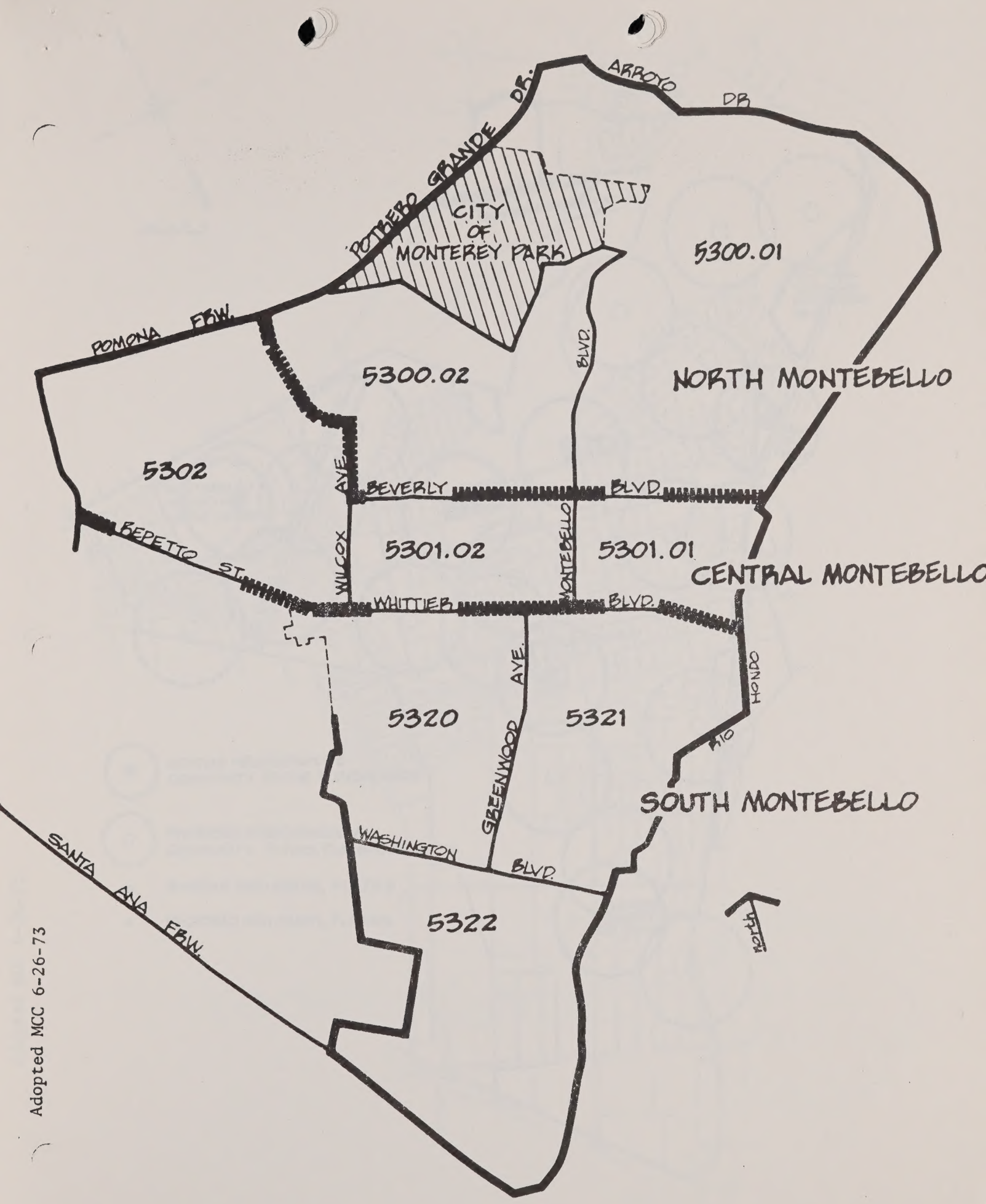
   Bond issue

   Purchase of development rights

   Zoning, subdivision regulations

   California State Redevelopment Law

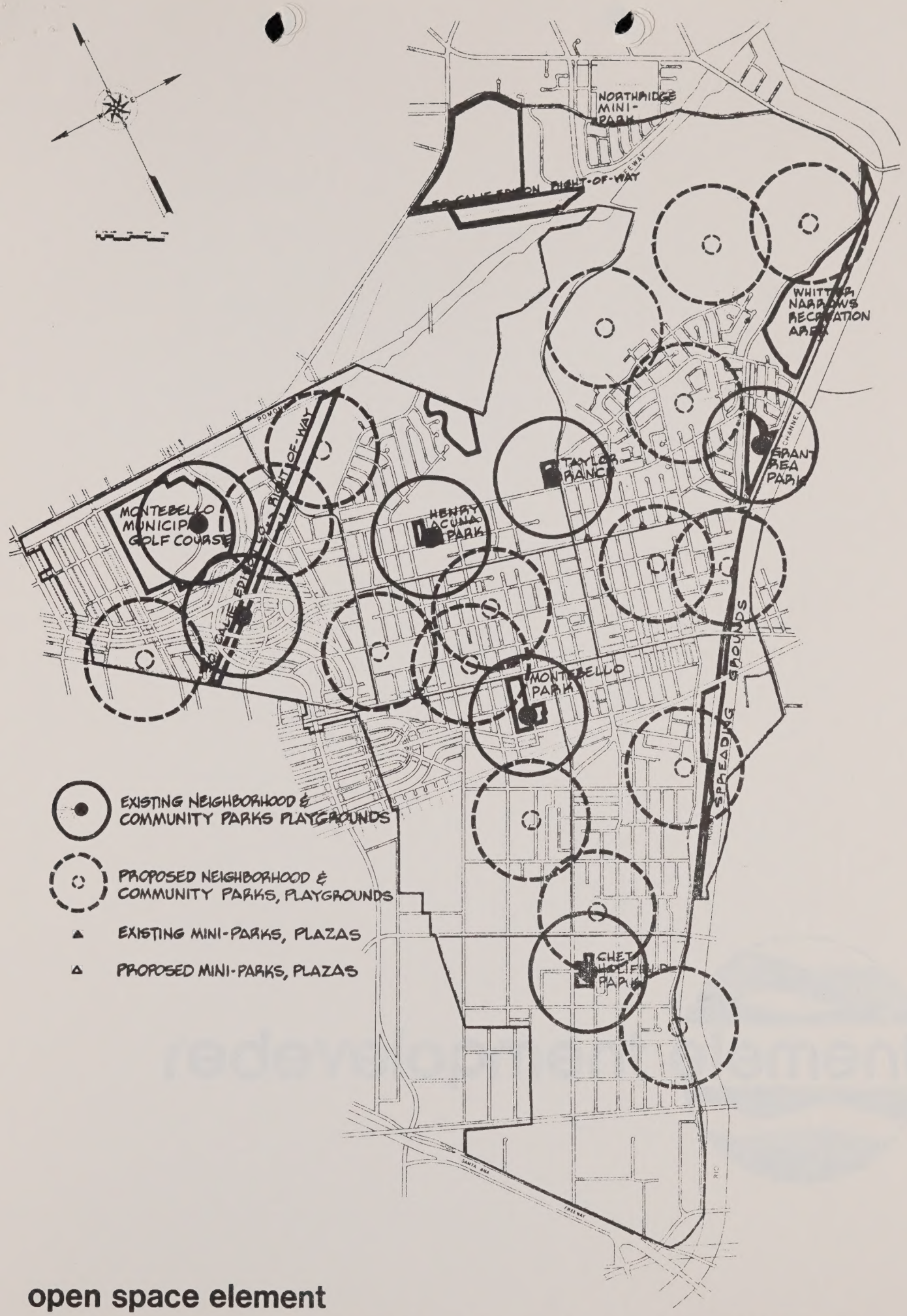
Adopted MCC June 26, 1973



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1970 CENSUS TRACTS & SUB-AREAS OF MONTEBELLO





Adopted MCC 6-26-73

open space element

MONTEBELLO, CALIFORNIA GENERAL PLAN PROGRAM

KOEBIG & KOEBIG, INC



redevelopment element



INTRODUCTION:

Early identification of potential areas of blight and decay within the City enables the community to activate various programs, improvement actions, and police power mechanisms designed to stem the continued expansion of that blight and to rehabilitate and revitalize affected areas. The identification of areas with existing or potential problems is not to be construed as an indication that the area does not warrant continuing investment or that new development should not occur; instead, the designation of areas for investigation and action within the Redevelopment Element is intended to spur both public and private action to correct known problems and create a healthy area warranting continued public and private investment and confidence.

PURPOSE:

The purpose of the Redevelopment Element of the General Plan is twofold; first, to designate the areas in which conditions of blight are found, and second, to identify the plans and programs which will lead to the elimination of blighted areas within the City of Montebello. Authorization for preparation of this element is contained in the California Government Code, Section 65303.

DEFINITIONS:

Redevelopment is defined under California law (Health and Safety Code Section 33020) as "the planning, development, replanning, redesign, clearance, reconstruction, or rehabilitation, or any combination of these of all, or part of the survey area, and the provisions of such residential, commercial, industrial, public, or other structures or spaces as may be appropriate or necessary in the interest of the general welfare including recreational and other facilities incidental or pertinent to them." Redevelopment does not exclude the retention of existing buildings or uses where they are deemed essential to the redevelopment or rehabilitation of the area, or where they are deemed to be compatible with the proposed redevelopment of the area.

Adopted MCC June 26, 1973

Blight is defined as conditions of deterioration, debilitation, or disfunction which exists within an area or areas of the city, characterized by substandard conditions, obsolescense, social and economic maladjustment, and other conditions which threaten the health, safety, and general welfare of the people of the community, both those residing within the area and those without.

GOALS AND OBJECTIVES:

Goals established by the citizens of the community both in 1970[1] and 1973[2] indicate a substantial concern with community maintenance and revitalization. The goals established in 1970 were:

1. Cooperate with private enterprise, community and public agencies and commissions in identifying areas and establishing priorities, objectives, and workable programs for the systematic maintenance and revitalization of residential, commercial, and industrial neighborhoods.

2. Identify pockets of declining or unstable economic land use characteristics and develop methods of a continuing inventory of such areas.

3. All neighborhood revitalization programs shall be coordinated with and complimentary to the goals and objectives established in the land use element of the plan.

4. Examine and outline programs to facilitate the revitalization of neighborhoods. This shall include coordination of all city departmental services, as well as all other private and public agencies.

5. Examine systems for public right-of-way vacations and reductions to effect property consolidations in connection with revitalization programs.

6. The objectives of neighborhood revitalization programs shall be to improve the environmental quality within the neighborhoods and encourage private investments, broaden the tax base, avoid economic waste, increase retail sales, provide employment and improve housing in the manner consistent with other community goals.

[1] *Montebello City Planning Commission.*

[2] *Citizens Advisory Committee, Montebello General Plan Program.*

Adopted MCC June 26, 1973

7. Continuously evaluate the needs, problems and condition of housing within the City and endeavor to maintain an adequate supply of good housing through programs of code modification and enforcement and incentives to private developers.

8. Set guidelines for supporting land use maintenance codes and enforcement programs.

A subcommittee of the Citizens Advisory Committee in 1973 developed the following goal:

> Identification of declining areas should be made by the City's Department of Community Development.

CONSTRAINTS:

The City of Montebello has few instances of marked deterioration, although some factors which characterize blight are found throughout the City. Four areas have been determined to contain sufficient conditions of blight to warrant the designation of these areas for further study and action by the community. These four areas and the factors which contribute to the designation of each of these areas are discussed in the following paragraphs and are designated as improvement areas on the redevelopment element map.

South Montebello Industrial Area:

The south portion of the City of Montebello is devoted primarily to industrial activities. Development in the area has been inhibited by such factors as poor utility service, railroad-roadway conflicts, and inadequate streets. The land has been primarily devoted to land demanding uses, particularly trucking facilities and open storage activities. As new development has gradually occurred in this area, problems have become more apparent. This area was designated for further study and potential redevelopment and revitalization for reasons which include, but are not limited to the following:

1. Street design. Streets that exist in the study area are inadequate to provide for reasonably unrestricted movement of vehicles through the South Montebello area. Congestion and conflicts exist as people and vehicles attempt to move into, out of, and through particularly that area south of Sycamore Street and north of the Santa Ana Freeway. Problems are amplified by constriction of movements caused by such major physical barriers as the Santa Ana Freeway, the Rio Hondo Channel, and the Santa Fe Railroad.

Adopted MCC June 26, 1973
GPA-5-75

2. Vehicular-railroad conflict. North-south traffic movement in Montebello, particularly in the southern portion of the City, is restricted to a single unseparated grade crossing of the Santa Fe Railroad at Greenwood Avenue. Vehicular movement is restricted and substantial traffic backup occurs along Greenwood Avenue when this crossing is blocked by a train.

3. Properties with inadequate access. Lack of adequate street access to some properties in South Montebello area has inhibited their development. As a result, these properties are underutilized and represent stagnant, non-productive lands which could otherwise be useful and valuable to the economic well being of the City.

4. Mixed land use. Residential uses are inter-mixed with industrial uses in the area; the basic standard of building and site improvement and maintenance found in these residential uses is poor. This situation represents an undesirable social condition as well as a deterrent to investment in the area.

5. Drainage. Drainage is poor in some areas of South Montebello. In particular, this condition exists in the vicinity of Greenwood Avenue and Maple Street and at the intersection of Gage Road and Union Avenue.

Whittier and Beverly Boulevard Development

The land which lies along the two major east-west streets of Montebello, Whittier Boulevard and Beverly Boulevard, could potentially offer sites for commercial services facilities as well as contribute to the economic welfare of the community through the generation of sales and property taxes. The full potential of these streets, though, is not realized at the present time because they are developed in the strip-zoned street pattern typical of many urban areas. Activities which occur side by side are often unrelated and in some cases incompatible. Specific factors which have lead to the designation of these two boulevards for further study include, but are not limited to:

1. Land use. Unused and under-utilized land and buildings represent an unproductive condition of the land. Commercially zoned lands along Whittier Boulevard are substantially developed; however, there are approximately 15 acres of commercially zoned land on Beverly Boulevard

Adopted MCC June 26, 1973

not occupied by commercial use. Both major streets are characterized by vacancy in their existing commercial structures. In early 1973 Beverly Boulevard was found by the City of Montebello Planning Department to contain 42,757 square feet of commercial use, of which 5 percent was vacant. Whittier Boulevard contained 104,940 square feet, of which 12 percent was vacant. These vacancy factors, however, do not fully illustrate the vacancy problem which exists on these two main streets, as indicated by high turnover rates in some structures and apparently marginal operations in others.

2. Congestion and conflict. As is experienced in other areas of strip commercial development, conflicts exist between local auto traffic seeking to attain access to or egress from commercial establishments and other activities located on the major streets in competition with traffic utilizing the streets for crosstown travel. In the areas of the more intensive commercial development, pedestrian crossing of the streets further amplifies the problems of auto movement and circulation.

3. Inadequate lot size and insufficient off-street parking. Many of the commercial properties which front on Beverly Boulevard and Whittier Boulevard are of inadequate size or inappropriate shape for efficient commercial use. The lots are generally too narrow and shallow to allow for adequate off-street parking. Creation of parking districts, which has begun downtown, is one method of providing adequate parking; other arrangements must be made in areas where this method is not feasible.

4. Incompatible or undesirable arrangement of land uses. While there is sufficient market support to permit commercial development of many of the properties along these main boulevards, some parcels have remained undeveloped or have been devoted to uses incompatible with other uses already existing along the streets. Residential uses, for example, have been mixed with commercial uses; the resulting condition is not beneficial. In some cases the inability to establish a productive and revenue producing use of these lots along the main streets has left the land stagnant and unproductive; it could be redeveloped to contribute to the welfare of both the property owners and the City.

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GPA-5-75

North Montebello Hill Area

The hill area, between the Pomona Freeway and Lincoln Boulevard, is the major remaining undeveloped property in the City. This property has for many years been devoted to oil recovery operations and is only now beginning to be converted to urban uses. Although development has begun in the lower and flatter portions of the hills, conditions in the remaining hill area present problems to its urbanization in a manner consistent with City objectives. Primary concern of the community must be with the proper utilization of this last remaining undeveloped area to assure that it will contribute positively to the health, safety, and welfare of the City. In particular, the Land Use Element of the General Plan for the City calls for this area to be devoted to residential and commercial activities. The development of this property in the most desirable manner may be impaired by:

1. Topography. The topography of the hill area is such that in many cases extensive grading would be required to locate housing or commercial activity on the land. The need to grade, though, conflicts with the substantial community interest in protecting and preserving the natural quality of the hill area and in conserving some of the more scenic and unusual areas to be utilized for park and open space purposes by the entire community.

2. Utilities and Streets. At the present time the area is characterized by an inadequacy in the streets and utilities systems. Provision of an adequate street system for both through and local traffic is essential to the proper use of this land. Similarly, adequate utility service must be available to assure that the development of the hill area does not burden the community with the creation of new public facilities and services to serve that new department.

3. Natural Resource Utilization. The hill area is now primarily devoted to oil recovery operations, with a portion of the area also used for underground storage of natural gas. It is anticipated that oil operations will continue for some time but then gradually be phased out; gas storage is expected to continue indefinitely. While these operations will not necessarily prevent development of the hills, they may have an inhibiting effect unless the interface between the utilization of these natural resources and the development of urban activities is carefully controlled.

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4. Utility Easements and Rights-of-Way. The northeast area of the hills is crossed by several major electric transmission lines, located there when urbanization of the hills was not anticipated, and no projection of the types and arrangement of uses which might locate on there had been made. The configuration and alignment of these lines make proper utilization of a significant portion of the hills as envisioned by the General Plan difficult. Realignment of these easements and rights-of-way and possible consolidation of rights-of-way is necessary to assure a proper development of the portions of the hill area affected by them.

5. Adjacent Land Uses. The land fill operation which abuts the City of Montebello exists as a major influence on the hills. Although the cover and fill operation is ultimately designated for a recreational open space use, its present character and height impair the proper utilization of lands immediately adjacent to it, cause other problems such as blowing dust and debris not contained on the site, and contribute to the continuing deterioration of the environment in the immediate area.

POLICIES:

Major policies of the City with regard to elimination of blighted conditions which may exist within the community are as follows:

1. To undertake programs and actions which will reduce or eliminate the conditions of blight found to exist within any area of the City.

2. To maintain standards of improvement which will avoid the creation of conditions of blight.

3. To continue to enforce health, building and safety laws as a means of encouraging the maintenance and improvement of property within the City and discouraging deterioration and obsolescense.

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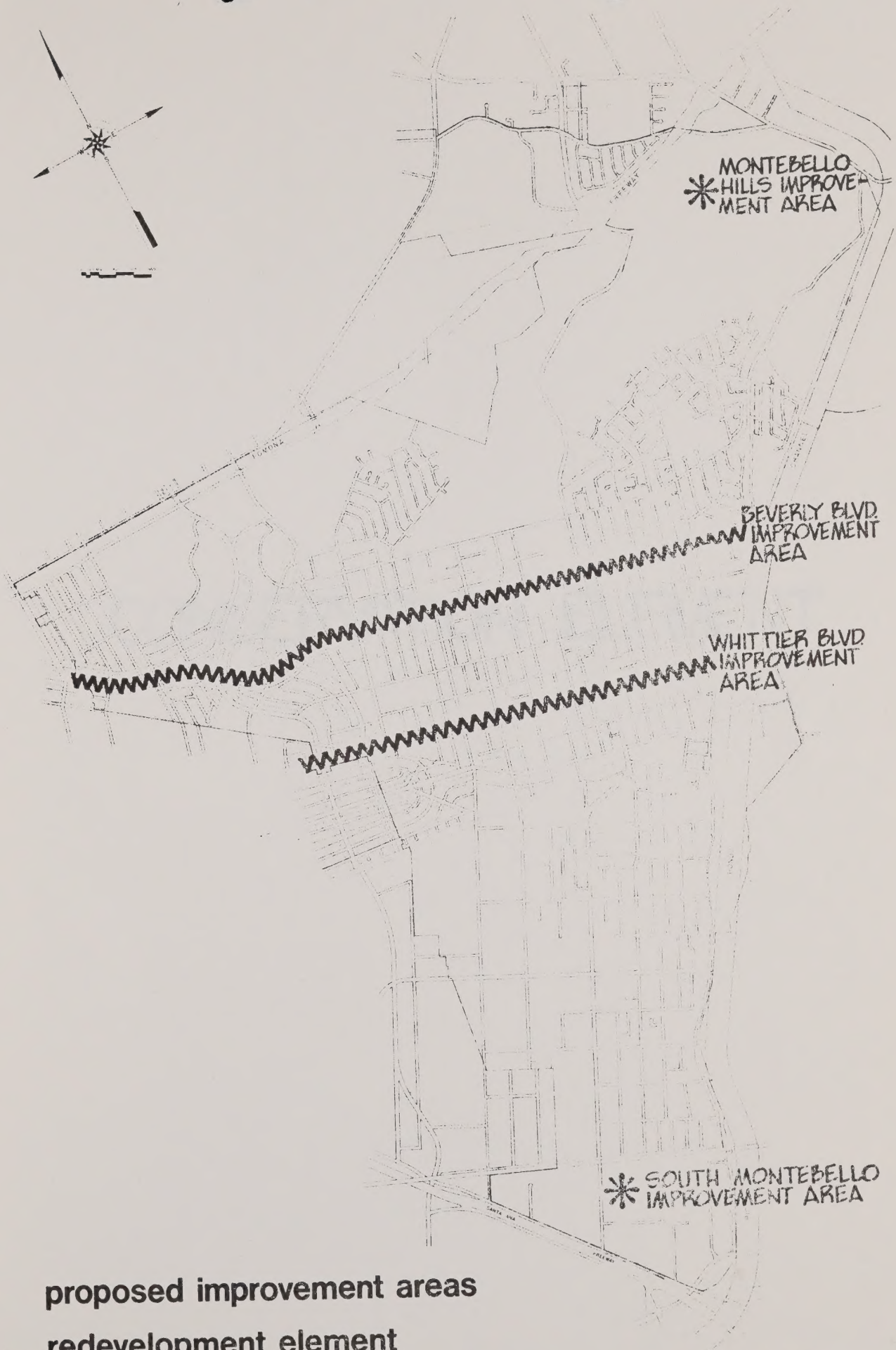
ACTION PROGRAM:

The City of Montebello should continue programs and activites which will lead to the elimination of blight and deteriorated conditions inimical to the community interest. The City has established a Community Redevelopment Agency and, with the powers granted to this agency, is undertaking the identification of specific areas for study purposes. These survey areas may ultimately yield a designation of redevelopment project areas. Plans and programs for each project area designated should be developed in cooperation with the community, through an advisory committee and/or by owner participation, and presented to the legislative body for action.

A continuing program of analysis of conditions and remedial methods will enable the Department of Community Development and other city departments to identify and deal with problems of blight, deterioration, and obsolescense in the community. This recommended program may include, in addition to the redevelopment processes permitted under California law, strengthening of codes and ordinances which affect physical development in the community and establishment of public information program to acquaint its citizens with those codes and ordinances and to assist them in undertaking activities which will reduce undesirable conditions.

Notwithstanding any other provision of the plan, nothing contained herein shall be deemed or construed to in any manner, indicate or evidence any intention on the part of the City of Montebello to at any time in the future, acquire by purchase, eminent domain or any other means, any real property and/or appurtenances for purposes of implementing any provision of this plan.

Adopted MCC June 26, 1973



Adopted MCC 6-26-73

proposed improvement areas

redevelopment element

MONTEBELLO, CALIFORNIA GENERAL PLAN PROGRAM

KOEBIG & KOEBIG, INC.

CONSERVATION ELEMENT

CONSERVATION ELEMENT

INTRODUCTION:

The importance of conserving our environment is becoming increasingly clear to all of us. We experience increasing time available for leisure and recreation. Because of this, many of us are taking note of the conditions of the environment and are desiring to preserve and enhance this environment for our present and future benefits. As close as Montebello is to the metropolis of Los Angeles, it has a considerable amount of open space that has been preserved because of oil production in the Montebello Hills and the spreading basin of the Rio Hondo Channel Area.

The Montebello Hills are considered by many residents to be the most important physical feature in the city. Physiographically, the hills are a part of a discontinuous range which spans Los Angeles County from the Puente Hills on the east to the Santa Monica mountains on the west. One-third of the city encompasses hills that are being used for oil extraction and cattle grazing. The oil operations are now in the last phases of secondary recovery operations and production may end in the next ten to fifteen years. By that time, approximately 800 acres will be available for development and open space uses.

PURPOSE:

The purpose of this conservation element is to comply with California law (Government Code, Section 65302(d)) by adopting goals and policies relating to conservation, identifying resources to be conserved and formulating an action program for implementation of the conservation plan.

DEFINITION:

Conservation is the planned management, preparation and wise utilization of natural resources. The objective of conservation is to prevent the wasteful exploitation, destruction or neglect of these resources. The local conservation planning process and program should acknowledge and detail the environmental processes relevant to the jurisdiction.

Adopted MCC May 27, 1975

Conservation factors applicable to Montebello are:

Geology and Soils

Land Features

Mineral and Natural Resources

Energy

Water Resources

Plant and Animal Life

Noise and Air Quality

Historical Landmarks

GOALS:

1. Preserve and protect natural, environmental and man-made resources.

2. Practice sound management in the utilization of the resources for the long-term benefit of the community.

3. Promote the reclamation of wastes and the recycling of materials to the maximum feasible extent.

OBJECTIVES:

1. Maintain underground water supplies free of all pollution which would prevent the use of such water for domestic purposes without treatment.

2. Preserve outstanding land features.

3. Reclaim and utilize wastewater wherever possible.

4. Encourage conservation of energy through use of environmental impact assessment to propose mitigating measures.

Adopted MCC May 27, 1975

OBJECTIVES: (Continued)

5. Preserve outstanding and unique plant life in the community.

6. Preserve habitats for desirable or non-objectionable birds and mammals in the area.

7. Encourage area-wide, regional and national solutions to air pollution.

8. Seek to reduce emissions from stationary and mobile sources within the City of Montebello to the lowest feasible level.

9. Preserve and display the history and cultural background of the community in order to foster community identity, pride and an appreciation of its cultural heritage.

CONSTRAINTS AND CONTRIBUTING FACTORS:

Geology and Soil

1. The southerly two-thirds of Montebello is flat and the remaining one-third is hilly. The hills are dominated by a major east-west trending anticline. It is this uplifted structure that is responsible for the topography of the hills, for the accumulation of oil and gas and for the exposures of older rock.

2. The soil consists primarily of poorly bedded, gray siltstone with beds of cobble conglomerate and sandstone in the upper part of the section. The lower siltstone is exposed in the central part of the hills while the conglomerate beds "rim" the hills on the north, west and south. The upper siltstone unit (i.e., above the conglomerate) is exposed along the southeast flank of the structure near Lincoln Ave and San Gabriel Boulevard, and in a limited area on the north flank near the sanitary fill. The southern part of Montebello's flat land once was very fertile and was considered to be one of the best agricultural areas. At this time, all of the land has been developed. (See Figure 1.)

3. *There are no known major or active faults located in the city. The primary earthquake hazard in the study area is ground shaking from earthquakes originating on the Sierra

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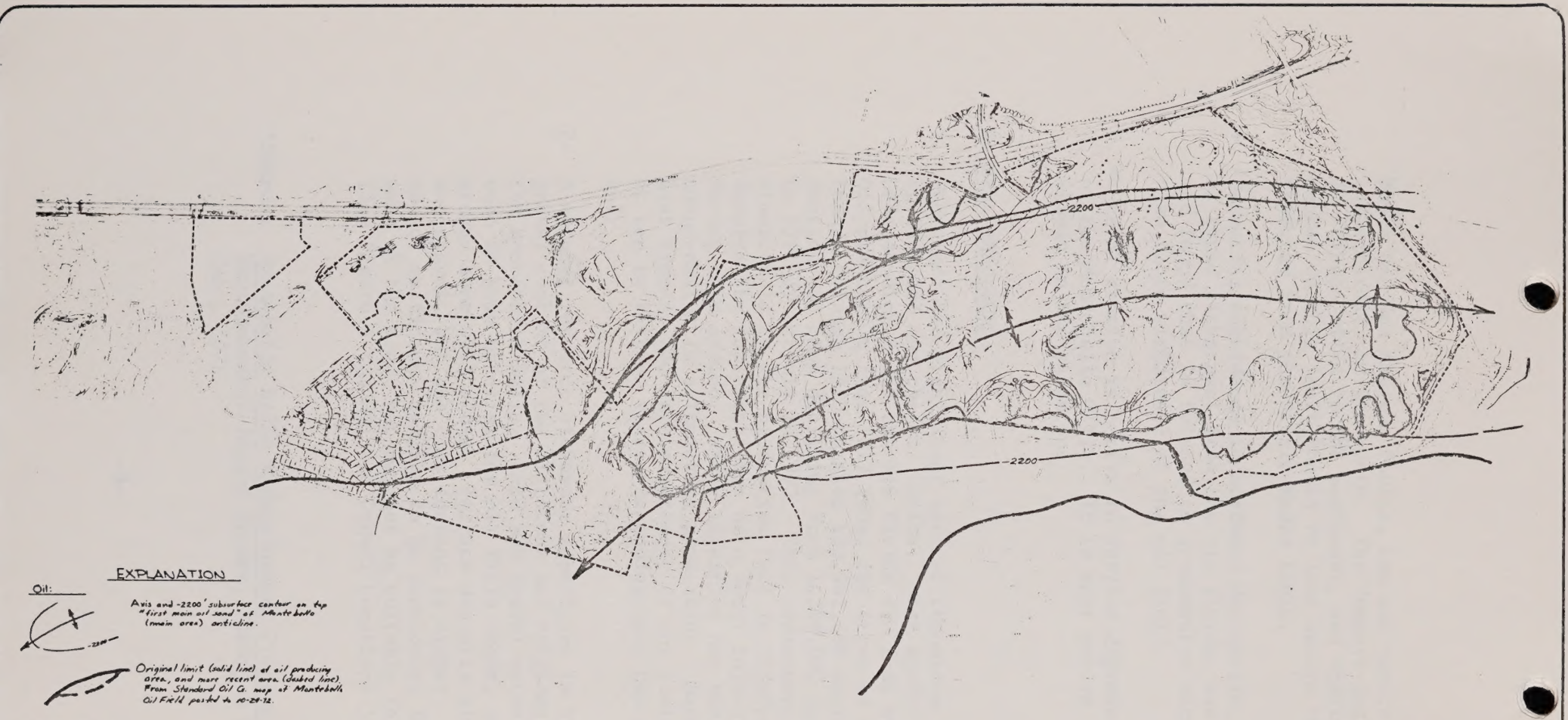


FIGURE 1
NATURAL RESOURCES

CONSERVATION ELEMENT

MONTEBELLO GENERAL PLAN PROGRAM

SCALE: 0 400 800 200 800 NORTH

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Madre and San Andreas faults, ten and twenty-one miles, respectively, to the north. The Newport-Inglewood fault is fifteen miles to the southwest, and shaking from earthquakes on this fault should be less severe than the shaking expected from the Sierra Madre fault.

4. *Potential subsidence in northern Montebello, as a result of fluid withdrawal from the oil fields, was investigated, and found that is related to groundwater withdrawal rather than fluid withdrawal at the oil field.

5. *Natural erosion is active to varying degrees on the slopes of the Montebello Hills. It is most active on the steeper slopes in the siltstone.

NATURAL RESOURCES:

1. There are two significant natural resources in Montebello, agriculture and the oil fields. Most agricultured land has been developed and the oil fields are fast being depleted. Oil production from 1917 (when the first of three areas was found) through 1973 totaled 183,942,688 barrels. The production has been declining from 1,229,000 barrels in 1960 to 627,365 barrels in 1973. This represents a decrease of almost half in the production rate in thirteen years, despite the implementation of a water injection program during this period. Water injection has been relatively unsuccessful in stimulating production. Based upon the past trends, the life expectancy of the fields is estimated at ten to fifteen years, depending upon the price of crude oil.

2. A natural resource of lesser importance is the sand and gravel content of the siltstone and conglomerate beds in the Montebello Hills. Sand and gravel material has been used as base material for oil field roads, and as topping around some well sites. Terrace deposits also contain sand and gravel, but the clay content is higher. These materials are of sufficient quality to be considered for use in development of the area, but may not be suitable for export. (See Figure 1 for Oil and Gravel Locations.)

*Source: *Montebello Hills Redevelopment Project, Draft Environmental Impact Report, Koebig & Koebig, Inc., 1975.*

Adopted MCC May 27, 1975

WATER:

1. The City of Montebello is served by five water companies and agencies. Imported water from the Metropolitan Water District is the city's primary source. Portions of the city's water is obtained from private companies and from local wells. There are six wells within the city; two for the northside area and three for the southside area, and one for the golf course.

2. The city stores its water in a 200,000 gallon reservoir for the golf course and in a two million gallon reservoir for the south part of the city. Two 4½ m.g. additional reservoirs will be constructed for the development of the hills.

3. The City is regulated by the Central Basin Water District for its natural storage and it is allocated to purchase 369.5 acre foot per year. The water that the City pumps from the underground water basin is more pure than imported water and is monitored by the State Health Department.

4. Flooding has generally been limited to the southern area of the City. Adequate storm drains have been furnished to meet present and future needs in most areas.

5. Recharge areas include the golf course and park areas located in both the south and north sections of Montebello, and terrace deposits along the south, west and northwest sides of the Montebello Hills. The most significant areas are the San Gabriel River and Rio Hondo Channel areas east of the Montebello Hills. Most of the hills of Montebello are considered watershed areas. (See Figure 2.)

6. A contamination problem exists in the southern areas where septic tanks are still in use and water from the tanks infiltrate into the underground water table.

7. *There is a potential contamination problem from the sanitary landfill site because of inadequate facilities to control flood and storm waters. No facilities were constructed for leachate control and/or retention of carbondioxide gas.

*Source: *Letter from State Water Resources Control Board, Bill B. Dendy, Executive Officer, April 15, 1975.*

Adopted MCC May 27, 1975

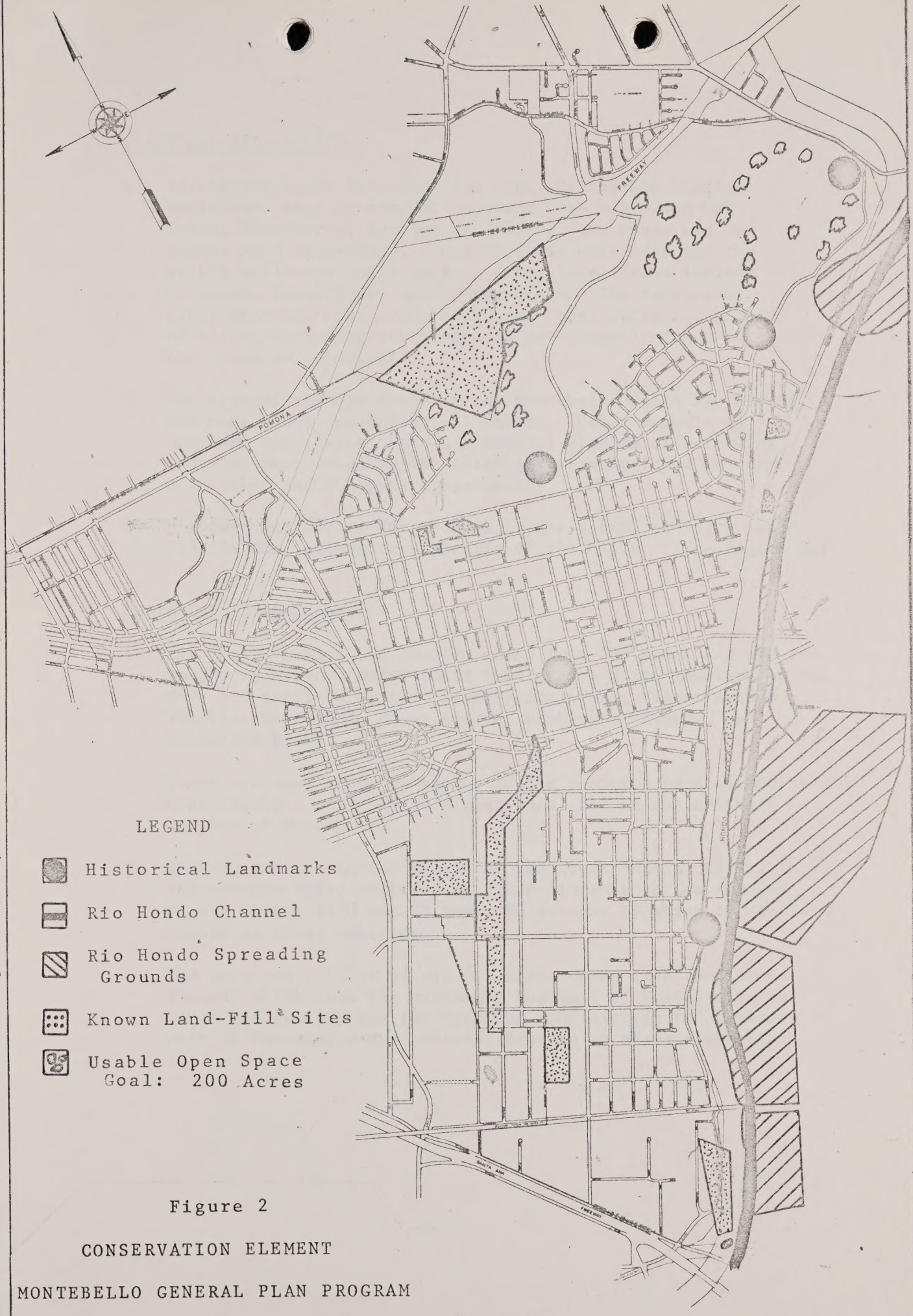


Figure 2

CONSERVATION ELEMENT

MONTEBELLO GENERAL PLAN PROGRAM

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PLANT AND ANIMAL LIFE:

1. In the northeast corner of the City, facing San Gabriel Boulevard, is a sparse Oak Woodland with Englemann Oak, Toyon, Elderberry, Eucalyptus, Poison Oak, Grape and an annual weed understory. Some of these oaks near the top of the hills are quite large. Other large trees include Sycamore, Eucalyptus, and Pepper trees. The variety of plant species, open land, brush and trees attract a number of birds, including those species not commonly found in the urban surroundings.

2. The type of mammals found in the Montebello Hills are coyote, raccoon, skunk and cottontail rabbit. Other mammals (i.e., opossum, rats, mice, bats and several species of burrowing rodents) that range on the hills may also be found in certain urban and suburban areas nearby.

3. A strong attraction for rodents is the active sanitary landfill in the northwestern portion of the hills. (See Figure 3.)

NOISE AND AIR QUALITY:

1. The City's main noise problem comes from the Santa Ana and the Pomona Freeways. Major roads that create noise problems in the City are Garfield Avenue, Beverly Boulevard, Wilcox Avenue, Whittier Boulevard, Mines Avenue, Washington Avenue, and Telegraph Road.

2. There are many truck companies in the southern part of Montebello that create a noise level higher than that of the northern section of Montebello.

3. Montebello lies in the middle of the south coastal air basin. The average daily emission of air pollutants in Los Angeles County during 1970 was 13 tons, 88 percent of which is attributable to motor vehicles.

4. The main contributor of air pollution comes from the Pomona Freeway which runs the northerly boundary of Montebello, the Santa Ana Freeway and the trucking companies in the southern part of Montebello and everyday traffic on surface streets.



- OAK WOODLAND
- COASTAL SAGE SCRUB
- CHAPARRAL
- CANYON, ELDERBERRY OAK STANDS
- MULE FAT, MILK-THISTLE, ECT
- STAND OF PEPPER TREES
- HS HORSE STABLES
- EUCALYPTUS TREES
- STEEP BARREN BANK
- AREAS BEING GRADED OR UNDER CONSTRUCTION

- TWO LARGE SYCAMORE TREES
- ASH TREE
- SYCAMORE
- PEPPER TREE
- CHINESE ELM
- TWO PALMS, CHINESE ELM
- WILLOW
- ASH TREES

NOTE: CLEAR AREAS ARE MOSTLY ANNUAL WEEDS AND GRASSES WITH SOME SCATTERED COASTAL SAGE SCRUB

FIGURE 3
EXISTING FLORA & FAUNA

CONSERVATION ELEMENT

MONTEBELLO GENERAL PLAN PROGRAM

SCALE: 0 400 800 200 600 NORTH

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5. *In the Montebello area, eye irritation occurs on 30 percent of summer working days and 1 percent of winter working days. There has been an average of four smog alerts per year, between 1955 and 1970. Such alerts are called when one or more of the following levels is exceeded:

Carbon Monoxide	- 100 ppm
Nitrogen Oxides	- 3 ppm
Sulfur Oxides	- 3 ppm
Ozone	- 0.5 ppm

HISTORICAL:

1. The City of Montebello's historical background starts more than two hundred years ago. Franciscan friars from Spain pushed their way north, out of Mexico, and founded a series of missions from San Diego to San Francisco. The trail connecting these missions was named the El Camino Real. A portion of that trail is known today as Whittier Boulevard. One of the earliest missions was Mission Viejo, built in 1771, on a site near the San Gabriel River that is now located in the northeast corner of Montebello.

2. The first house in what has become Montebello was built by Dona Casilda Soto de Lobo. The house still stands and is called the Juan Matias Sanchez Adobe. Its owner recently restored the building and donated it to the City as an historical monument, museum, and a community meeting center. The City contains the location site where California's fate as a member of the United States was sealed in a decisive battle on the banks of the Rio Hondo on August 17, 1847. This struggle led to the independence of California . . . a step preceeding its admission to the Union. (See Figure 2.)

3. One of the earliest significant ranches established in the Montebello area was known as the Taylor Ranch of which one of the buildings is still standing today.

Adopted MCC May 27, 1975

*Source: *Montebello Hills Redevelopment Project, Draft Environmental Impact Report, Koebig & Koebig, Inc., 1975.*

POLICIES:

1. The land use element goal of 200 acres of recreation and open space in Montebello should be implemented to preserve unique land features and sufficient open space for recreation, natural plant and animal life. (See Figure 4.)

2. Trees and vegetation should be preserved and provided to serve as animal habitats within parks, schools, cemetaries and other landscaped open spaces.

3. Disposal of liquid wastes should be through the sewer system or by transport to approved disposal sites and not by direct discharge on or under the ground surface. Existing private disposal operations should be carefully regulated.

4. Promote wastewater treatment and utilization for purposes such as irrigation, tooling and groundwater recharge where feasible.

5. Utilize environmental impact report process to focus on energy conservation measures.

6. Strict, yet reasonable, legislation and enforcement should be provided regarding emission and air quality standards.

7. Use of public transportation systems should be encouraged.

8. The Juan Matias Sanchez Adobe, the Rio Hondo monument, the Viejo Mission, Taylor Ranch, and El Camino Real should be preserved and restored as necessary.

PROGRAMS:

1. The following plans should be investigated and considered in proposals to the present landowners, in order to acquire the 200 acres of open space the City has planned in the Montebello Hills prior to development:

   (a) Allocate tax benefits to owners who will keep their land as open space;

   (b) Use the power of eminent domain to acquire property;

   (c) Dedication of open space for subdivision;

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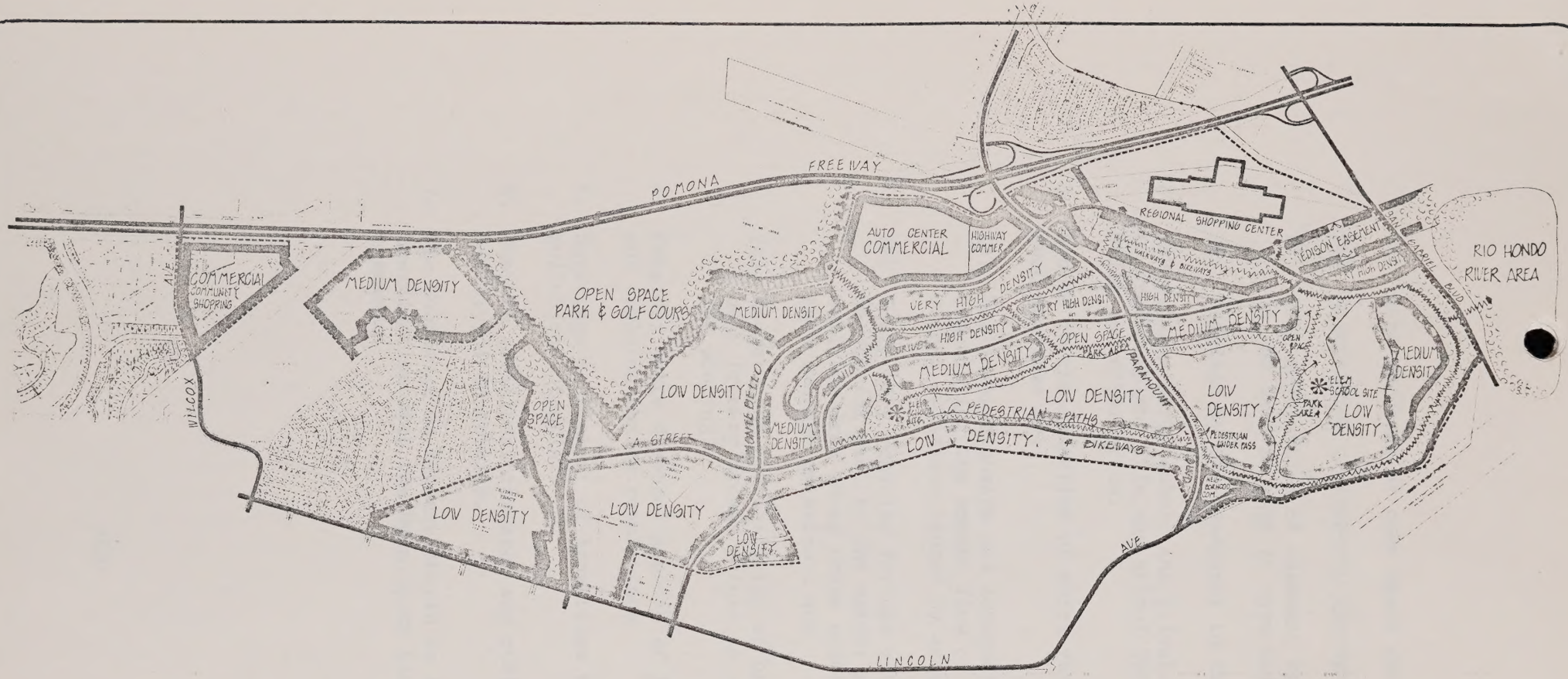


Figure 4
Land Use Plan

SCALE: 0 400 800 200 600 NORTH

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CONSERVATION ELEMENT

MONTEBELLO GENERAL PLAN PROGRAM

(d) City purchase of open space and recreation land;

(e) Acquisition of property through tax sales;

(f) City acquisition of easement rights/development rights on the land to keep it open and undeveloped; and

(g) Donation by the landowner to the City.

2. Investigate park, school and private landscaping programs to provide plant life and animal habitats in the Montebello Hills and other areas.

3. Assist in the reduction of motor vehicle emissions through such measures as:

(a) Designing highways and intersections and timing traffic signals for the smooth flow of traffic, thus reducing excess emissions caused by acceleration and deceleration;

(b) Equip city vehicles for use of clean burning fuel, such as natural gas, to the extent practical, and purchase vehicles from among those models known to have lower than average emissions; and

(c) Explore the possibilities of providing parking areas near freeway access points as a means of encouraging car pooling.

4. Consider waste disposal aspects of land use in establishing and applying zoning regulations.

5. Encourage settlement of industries with the least air pollution potential.

6. Support additional research and publication concerning the history of Montebello.

7. The Conservation Element should be implemented in close coordination with the Open Space Element and other applicable elements.

Adopted MCC May 27, 1975

SOURCES/REFERENCES:

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5. Hillside Area Water Service Report. Montebello: City of Montebello. February, 1973. 9 pp.

6. Koebig & Koebig, Inc. Montebello Hills Redevelopment Project, Draft Environmental Impact Report. Montebello: City of Montebello Community Redevelopment Agency. March, 1975. 53 pp.

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Adopted MCC May 27, 1975

NOISE ELEMENT

NOISE ELEMENT

INTRODUCTION:

Sound is anything that is or may be heard. Noise, in turn, is unwanted sound that is disruptive to an individual's environment. Transportation and other activities, typically, produce noise as an undesirable by-product. Until recently, most communities accepted noise as a price for progress.

PURPOSE:

Recognizing the adverse impact of noise on our environment, the State of California now requires a Noise Element in each community's General Plan. Section 65302(g) of the California Government Code contains the State's requirements.

In supplement to the California Government Code requirement, the Council on Intergovernmental Relations prepared a set of guidelines for preparation of the Noise Element. Montebello's Noise Element is prepared in conformance with these guidelines.

DEFINITIONS AND TECHNICAL BACKGROUND:

Preparation of the Noise Element in compliance with state guidelines necessitates certain technical background studies. These studies form a foundation for goals, objectives, policies and implementation of the Noise Element. Technical background studies for Montebello's Noise Element were prepared by J. J. Van Houten and Associates, Acoustical Consultants.

The following portion of this Noise Element summarizes major points contained in Technical Background Study for the Noise Element of the City of Montebello and other relevant sources. For additional details, see the Technical Background Study or the other sources referenced at the conclusion of this element.

1. Ambient and Non-Ambient Noise: The typical community noise environment consists of a background noise level. This background, or ambient noise level is, typically, transportation oriented. Since the background level is lower at night, louder-than-ambient noise sources are more pronounced in their adverse effect on an individual's environment.

Adopted MCC May 27, 1975

2. Sound/Noise Measurement: Sound/noise is measured in decibels (dB), or tenths of a "bel" (named after Alexander Graham Bell). Zero on a decibel scale represents the lowest sound detectable by the human ear. As perceived by human hearing, a 10 dB increase represents a doubling of apparent loudness of sound. For example, a heavy truck at 90 dB seems twice as loud as an alarm clock at 80 dB, and four times as loud as freeway traffic at 70 dB. Figure 1 illustrates decibel relationships.

   A Constant Noise Equivalency Level (CNEL) measurement system is employed in Montebello's Technical Background Study and this element. CNEL is a standard acoustical scale utilizing a weighted average to sensitize late evening and morning noise readings.

3. Sources of Noise: Transportation facilities are primary sources of noise. These facilities include highways and freeways, railroads, mass transit and aircraft. The United States Department of Transportation projects that transportation facilities will have increasingly greater impact on our society. Non-transportation noise sources include stationary facilities (e.g., industrial plants, air conditioners and compressors), recreation activities, construction activity, and the omnipresent barking dog. Because of the magnitude of the transportation noise problem, this is the focus of this element.

   The Technical Background study and this element include a CNEL "contour" map of noise levels in Montebello. These "contour" lines connect points of equal noise level, producing a pattern of noise impacts. This pattern provides a quantitative projection of existing and proposed transportation elements. Each contour line represents a five decibel increment. The map illustrates projected contours in 1984. As explained in the background study, the differences between present and 1984 patterns are minimal.

   Examination of the CNEL contour map, Figure 2, indicates that highway, freeway and railroads are Montebello's most significant noise sources. As explained in the Technical Background Study, the procedure used to derive these contours relies on research studies by the National Highway Research Board, United States Department of Housing and Urban Development (HUD), United States Department of Transportation (DOT), and United States Environmental Protection Agency (EPA). Although

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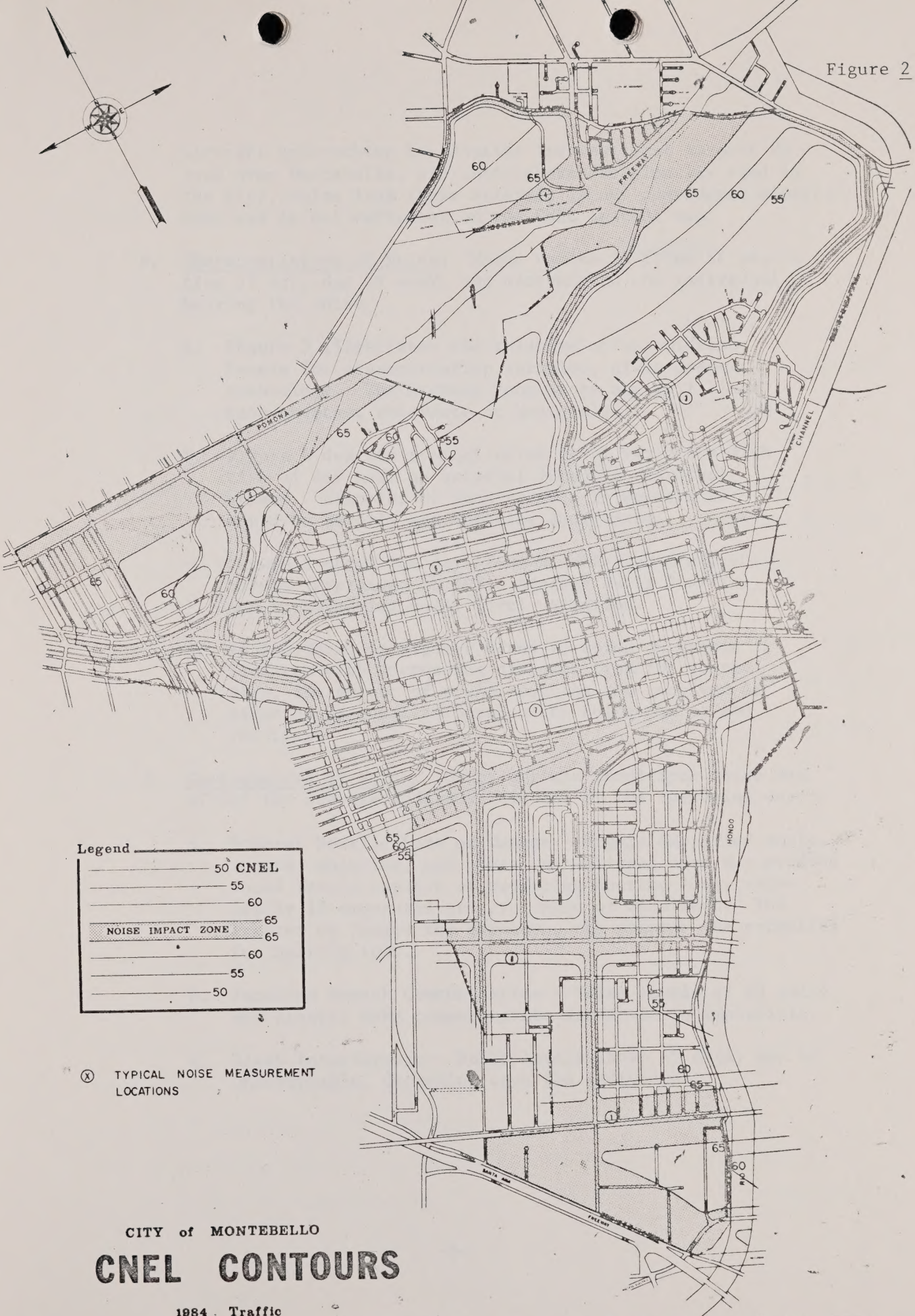
Figure 1

Comparison of Various Noise Sources, Noise Levels and Loudness

Decibel Ratings dB(A)	Over-All	Outdoor Noise Sources	Loudness
130		Jet aircraft take-off with after-burner	
120	Uncomfortable		32 times as loud
		Turbo-prop aircraft at take-off	
			16 times as loud
		Jet fly-over @ 1000 ft.	
100	Very loud		8 times as loud
		Power mower Diesel truck at 40 MPH @ 25 ft. Motorcycle @ 25 ft.	
90			4 times as loud
		Gasoline powered truck @ 25 ft. Car wash @ 20 ft. Propeller plane fly-over @ 1000 ft.	
80			2 times as loud
	Moderately loud	Automobile at 65 MPH @ 25 ft. High urban ambient sound.	REFERENCE NOISE
		Air conditioning unit @ 100 ft.	
60			1/2 as loud
		Large transformers @ 100 ft.	
	Quiet		1/4 as loud
50			
		Bird calls, lower limit	
40			1/8 as loud
	Just audible		
10			
	Threshold of hearing		
0			

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Figure 2



CITY of MONTEBELLO

CNEL CONTOURS

1984 Traffic

SOURCE:- J. J. Van Houten & Associates 1974

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aircraft approaching Los Angeles International Airport do pass over Montebello, and helicopters occasionally land in the city, noise from these aircraft is not considered significant and is not reflected on the CNEL contour map.

4. Characteristics of Noise: Noise varies in terms of source, time of day, day of week, and distance to the individual hearing the noise.

   a. Figure 3 illustrates the relative noise emission levels for transportation vehicles, given present technology. The highway generators and rail lines have greatest relevance to Montebello.

   b. Figure 4 depicts typical noise level variation with time of day near an arterial (heavily traveled) street. Examples of such streets in Montebello would be Beverly and Whittier Boulevards.

   c. Figure 5 shows the day-of-week vehicular traffic volume (expressed in ADT: Average Daily Traffic) and accompanying noise level variation.

   d. As indicated in Figures 6 and 7, noise decreases in loudness with increasing distance from the source. Also, the amount of sound reaching the receiver is affected by barriers between the noise source and receiver.

5. Consequences of Noise: Under certain conditions noise may affect the average individual in any of the following ways:

   a. General Hearing Loss or Damage - Highly amplified music, sports, shooting, and other recreational uses may produce sound levels capable of producing hearing loss, especially if exposures are prolonged or recurrent. The greater or longer the exposure, the greater the potential for hearing loss.

   b. Impaired Speech Communication - Noise levels of 60 dB(A) and greater make communication difficult to impossible.

   c. Sleep Interference - Noise levels above 45 dB(A) may be unacceptable, depending upon the individual.

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PRESENT NOISE EMISSION LEVELS FOR TRANSPORTATION VEHICLES

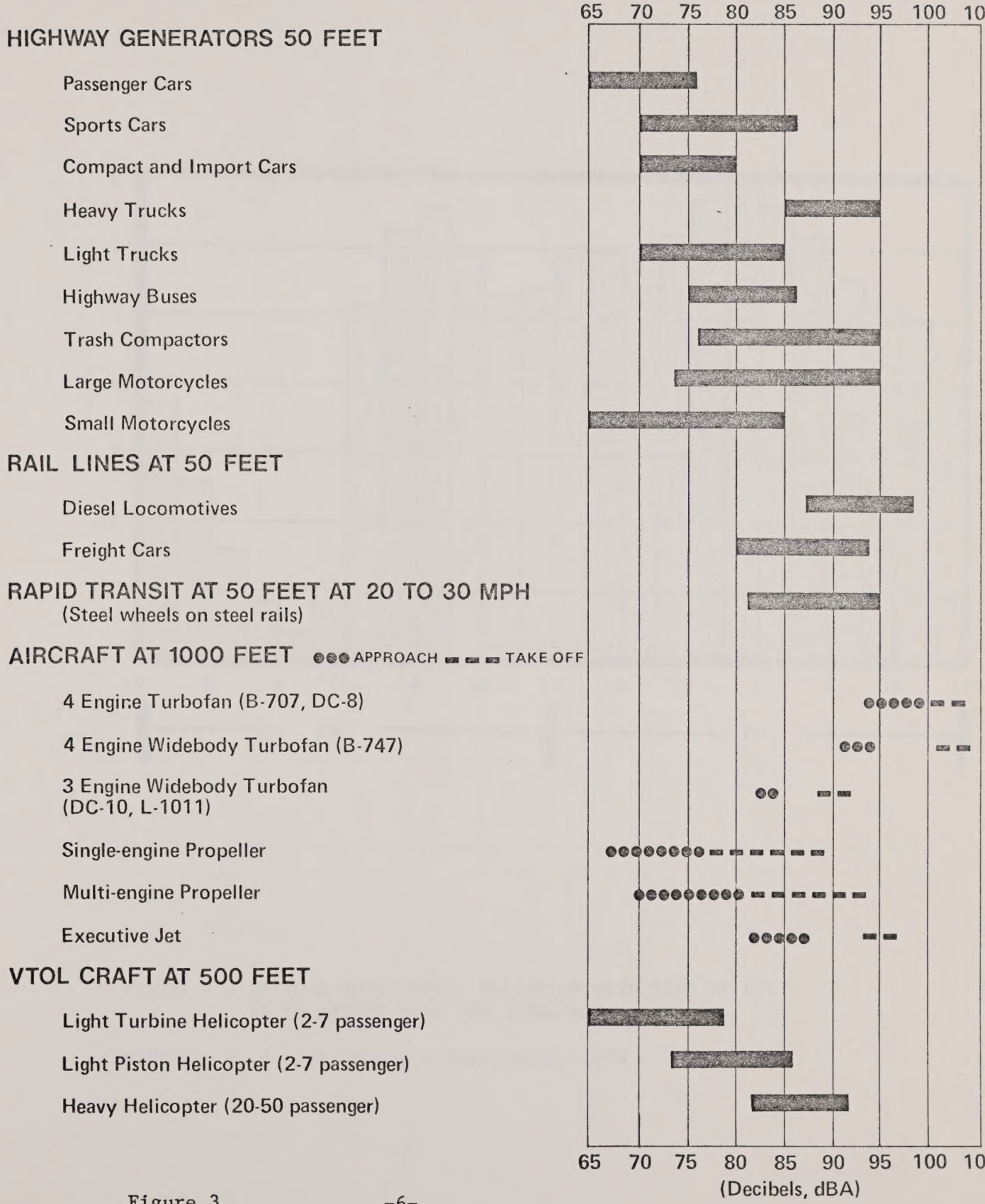


Figure 3

SOURCE: Noise Element, Los Angeles County, 1974

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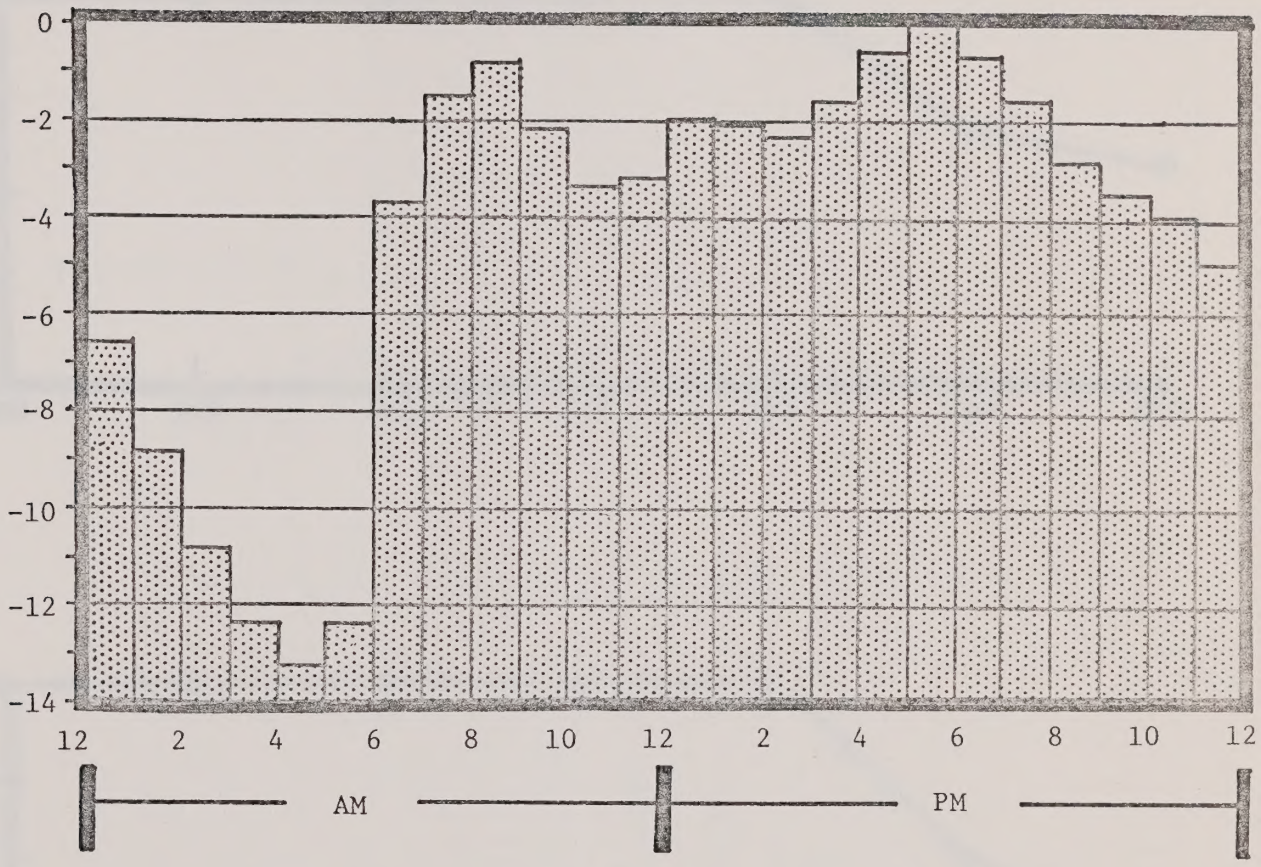


Figure 4 - TYPICAL NOISE LEVEL VARIATION WITH TIME-OF-DAY AT LOCATIONS NEAR THE ARTERIALS

SOURCE: J. J. Van Houten & Associates, 1974

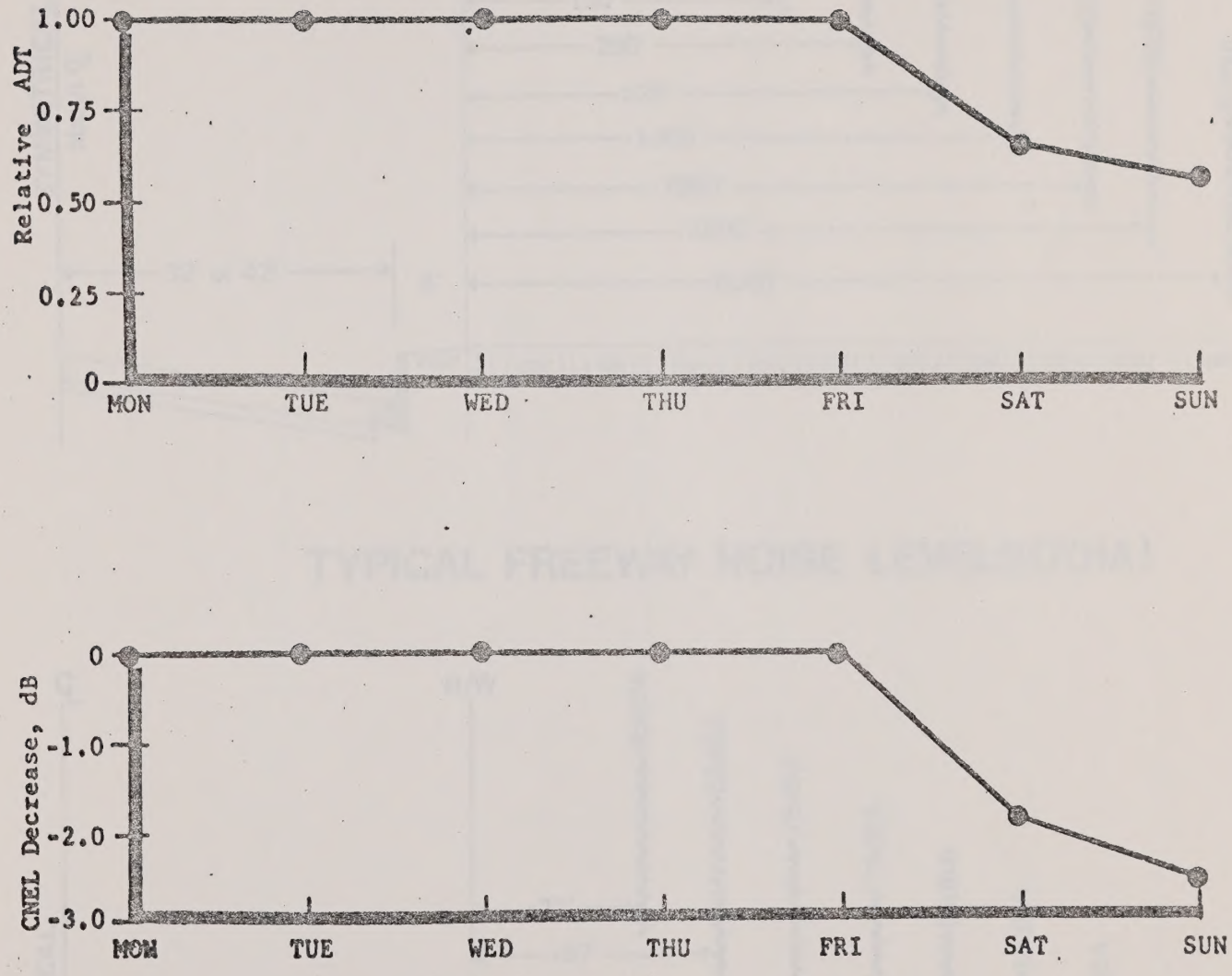
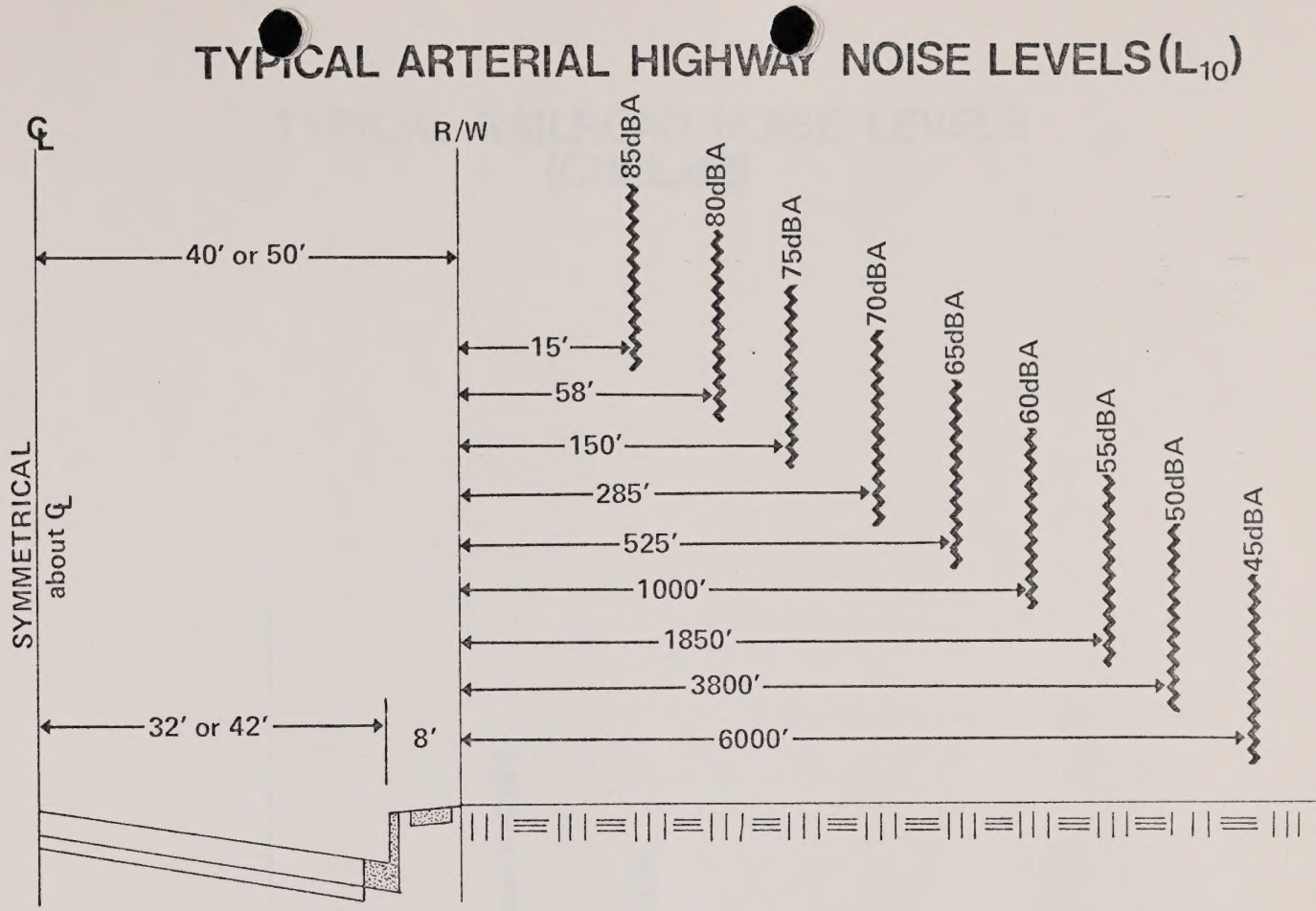


Figure 5 - DAY-OF-WEEK TRAFFIC VOLUME AND NOISE EXPOSURE LEVEL VARIATION.

SOURCE: Ibid.



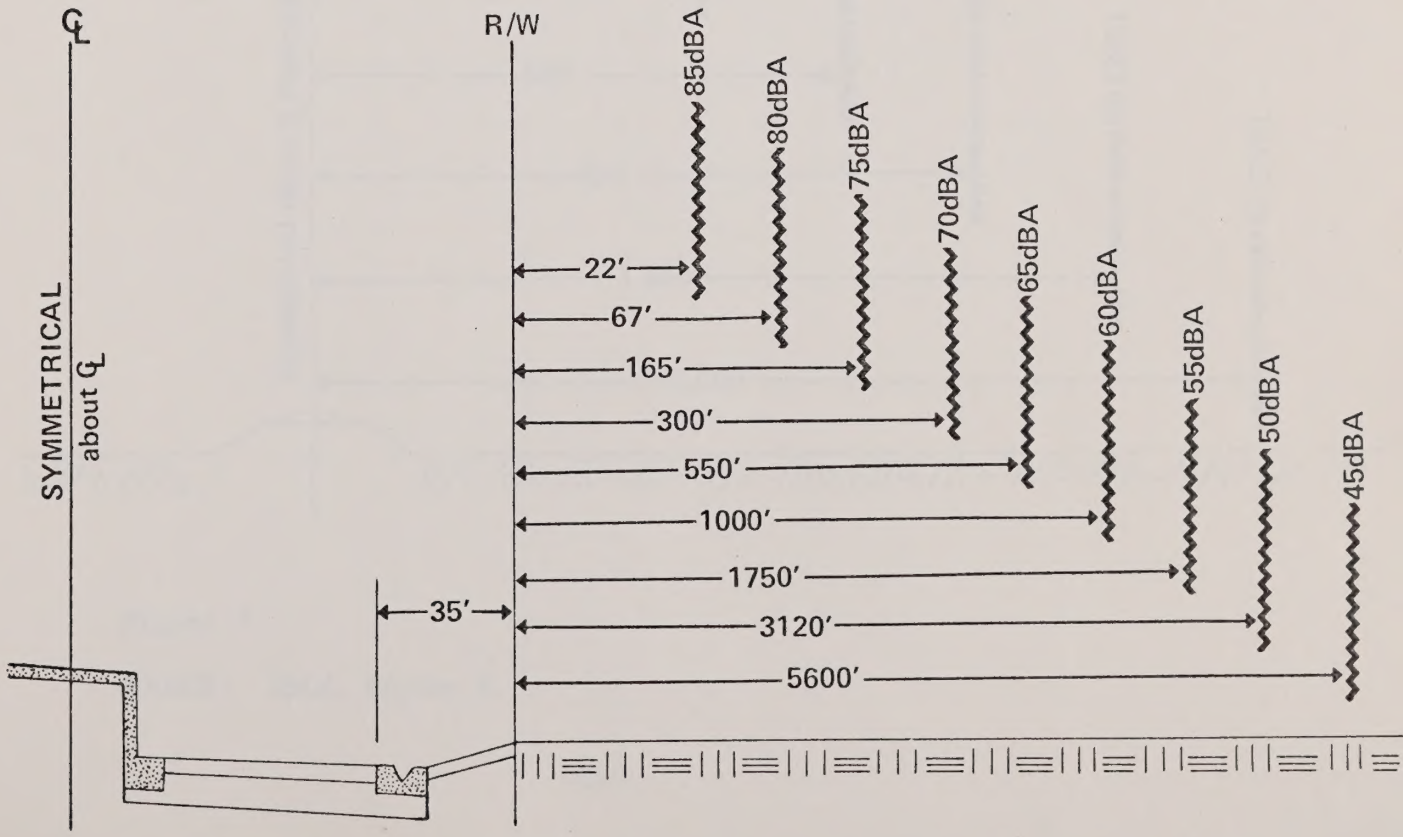


Figure 6 *SOURCE: Noise Element, Los Angeles County, 1974*

TYPICAL RAILROAD NOISE LEVELS (CNEL,dB)

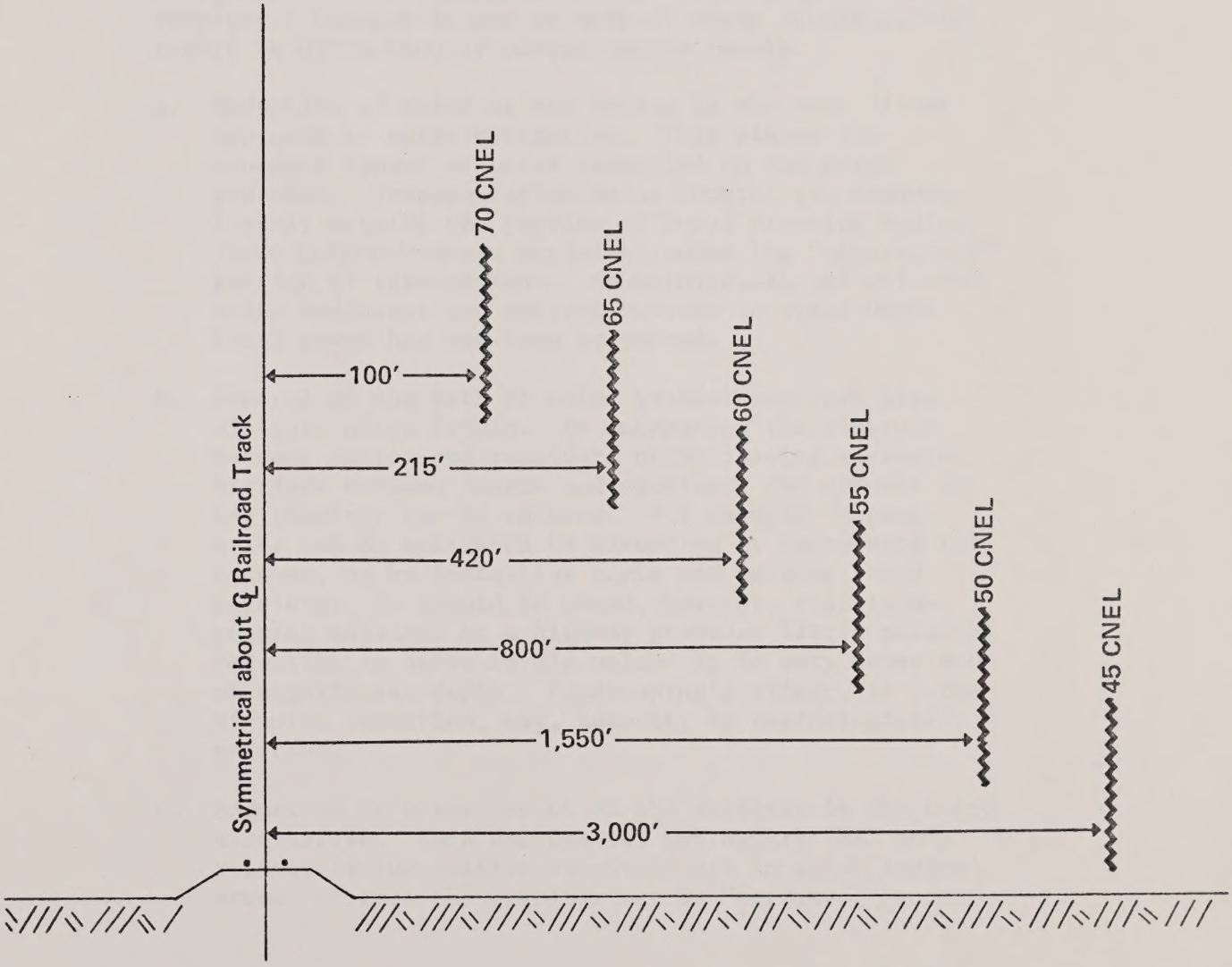


Figure 7

SOURCE: Ibid, Figure 6.

d. Nervousness and Tension - Growing concern has been expressed that exposure to the high noise levels of the city might contribute to nervous disorders and tensions, but findings are still inconclusive.

e. Economic Impacts - Costs of noise can include medical care, loss of efficiency and production, reduction in property value, abatement measures, and administrative time. Figure 8 illustrates the trend of public reaction to peak noise near residences.

6. Mitigation of Noise: Three basic variables are the key to mitigation of the impacts of noise: source, path and receiver. Changes in one or more of these variables will result in mitigation of adverse noise levels.

   a. Reduction of noise at the source is the most direct approach to noise mitigation. This places the economic impact of noise reduction on the noise producer. Transportation noise control is, however, largely outside the purview of local planning bodies. These limitations are explained under the "constraints" portion of this element. An enforceable and enforced noise ordinance can correct sources in areas where local power has not been preempted.

   b. Control of the path of noise transmission can also mitigate noise levels. By increasing the distance between source and receiver, or by placing adequate barriers between source and receiver, the effects on the receiver can be reduced. For example, highway noise can be mitigated by elevating or depressing the roadway, or by installing rigid and massive round barriers. It should be noted, however, that landscaping adjacent to a highway produces little physical reduction in noise levels unless it is very dense and of significant depth. Landscaping's effect, in terms of noise reduction, may, however, be psychologically positive.

   c. Reduction of noise impact on the receiver is the third alternative. Land use control can assure that only relatively insensitive receivers are in noise impact areas, or that the receiver can be "hardened" to

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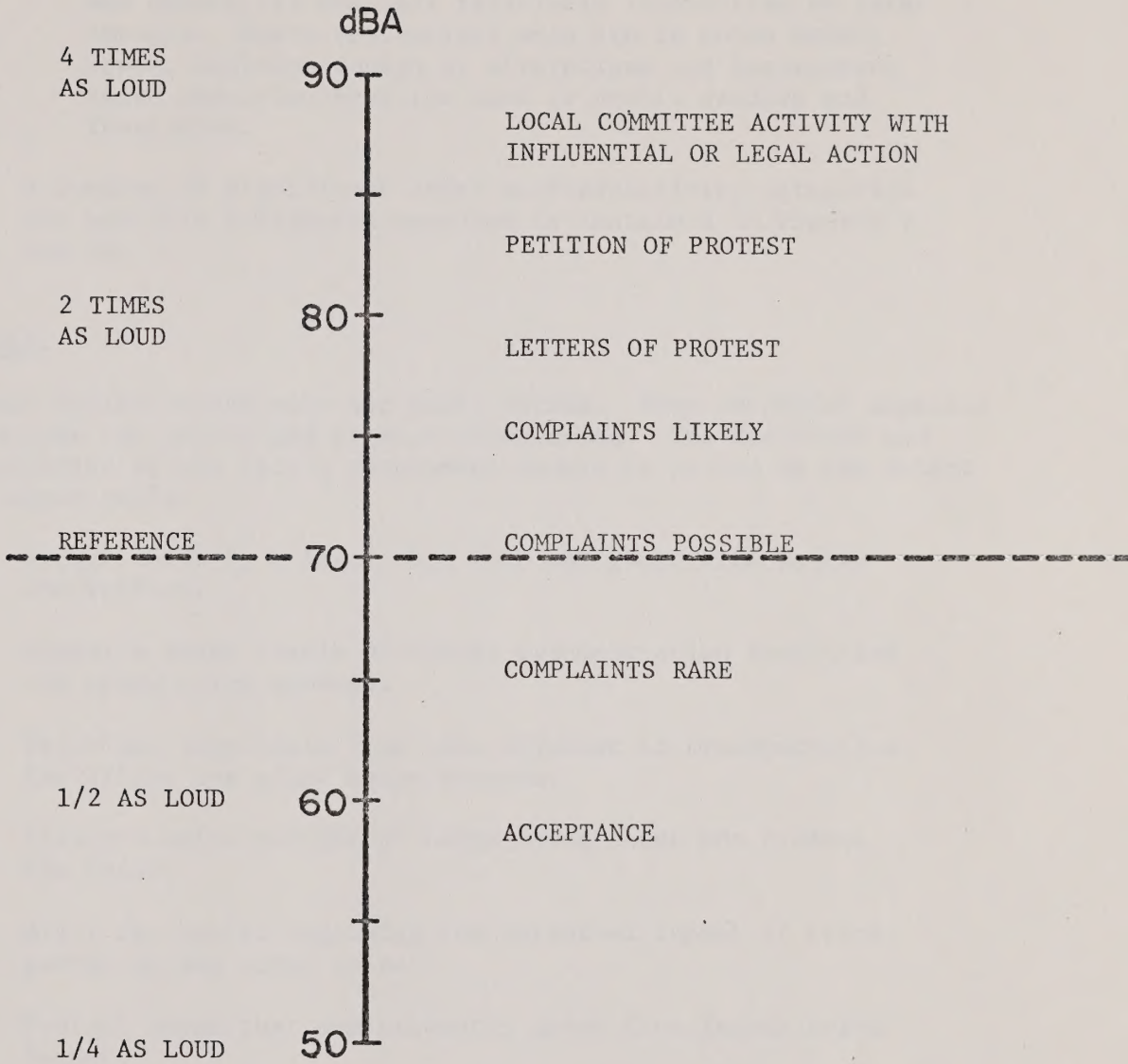


Figure 8 - TREND OF PUBLIC REACTION TO PEAK NOISE NEAR RESIDENCES

SOURCE: Southern California Association of Governments, 1974

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mitigate adverse noise effects. For example, industrial and commercial uses are relatively insensitive to noise impacts. Where residential uses are in noise impact zones, building design or alterations can incorporate noise reduction features such as double windows and insulation.

A summary of significant noise sources/activity categories and possible mitigation measures is contained in Figures 9 and 10.

GOALS:

Goals reflect broad aims and basic values. They establish emphasis and tone for policy and program formulation. The decisions and activities of the city's government should be guided by the intent of these goals:

1. Reduce noise to a level that does not jeopardize health and welfare.

2. Minimize noise levels of future transportation facilities and other noise sources.

3. Establish compatible land uses adjacent to transportation facilities and other noise sources.

4. Allocate noise mitigation costs among those who produce the noise.

5. Alert the public regarding the potential impact of transportation and other noise.

6. Protect areas that are presently quiet from future noise impact.

OBJECTIVES:

Objectives focus on more specific areas of attention and/or concern. Objectives are consistent with the goals and provide a framework for policies.

1. Residential Zones

   a. Residential areas must be generally quiet.

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NOISE SOURCES, IMPACT AND MITIGATION - CITY OF MONTEBELLO

Source/ Activity Category	Source Description	Impact	Mitigation
A. Santa Ana and Pomona Freeway Traffic Noise	Freeway traffic noise levels at setbacks from the freeway (about 40 ft.) are about 75 dB(A) with peak noise levels to 79 dB(A).	CNEL values at residential locations bordering the Pomona Freeway may exceed 65 dB(A). Recognized standards indicate that these exposures are excessive and that the locations are unsuitable for residential use.	The installation of noise barriers ought to be considered as a mitigation measure.
B. Train movements along the Santa Fe and Union Pacific Railroads and Spur Lines	Train noise levels approach 80 to 90 dB(A) at residential locations bordering the right-of-way.	Noise levels at residential locations are excessive. Recognized standards are exceeded. The primary annoyance to residents involves late night and early morning train passbys.	Late night and early morning train movements should be discouraged. Redevelopment and/or noise barriers ought to be considered for spaces within 600 feet of the right-of way.
C. Los Angeles International Airport Operations	Peak noise levels at locations within the city are as high as 60 to 65 dB(A).	Impact of aircraft operations is not considered significant. Growth of activity may have an adverse impact.	Encourage the minimization of late evening and early morning operations at the airport.

Figure 9

SOURCE: J. J. Van Houten & Associates, 1974.

NOISE SOURCES, IMPACT AND MITIGATION - CITY OF MONTEBELLO

Source/ Activity Category	Source Description	Impact	Mitigation
D. Construction Activity	Noise level of construction approach 100 dB(A) at distances to 50 ft. and about 80 dB(A) at locations to 500 ft.	Minimal impact for two or three months of activity during daytime hours.	Heavy construction should be limited to the weekday hours from 7:00 A.M. to 6:00P.M., with minimal activity on weekends. Noise of construction equipment should be considered in the procurement of equipment by the City Departments.
E. Commercial Industrial Noise Producing Elements	Car wash facilities and industrial conditioning equipment may produce noise levels to 75 dB(A) at nearby residential locations.	In general, commercial/ industrial noise within the city is not considered excessive except where residential locations are adjacent to heavy industrial zones.	The adoption and effective implementation of a noise ordinance will insure that fixed sources of noise will remain at acceptable levels.
F. Schools, Hospitals and Parks	Noise at these locations is generated by traffic on the arterials adjacent to the spaces or facilities.	In general, the noise levels at most locations of concern is not considered excessive.	Noise ought to be a consideration in the selection or relocation of school sites and parks within the city.

Figure 10

SOURCE: Ibid, Figure 9.

b. Residential areas should be quieter at night than during the daytime.

c. Residential areas should be quieter than commercial and industrial areas.

d. The interiors of residential structures should be substantially free from internal and external noise. This includes all residential development, regardless of density or dwelling type.

e. Noise levels transmitted beyond or across a residential property line should be limited to the noise level considered acceptable in the receiving zone.

2. Commercial Zones

a. The noise level permitted in commercial zones may exceed that of a residential area but should be less than that of an industrial area.

b. The noise level in commercial areas should not interfere with normal business activity.

c. Noise levels transmitted beyond or across a commercial property line should be limited to the noise level considered acceptable in the receiving zone.

3. Industrial Zones

a. Noise levels within industrial zones may be higher than that in residential and commercial zones.

b. Noise levels within a building should be in compliance with State and Federal Health and Safety regulations.

c. All areas of an industrial building to which the public has general access should be acoustically protected so as to limit the noise level in those areas to that of a commercial zone.

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d. Noise transmitted beyond or across an industrial property line should be limited to the noise level considered acceptable in the receiving zone.

4. Special Land Use

a. Schools, hospitals, libraries, churches and convalescent homes, should be protected from noise.

b. In general, the noise levels in and around these special land use structures, should be no greater than is considered acceptable in a residential zone.

5. Circulation Elements

a. Recognizing that the city does not have control over major vehicle noise standards, due to state preemption, the city should require that noise protection and mitigating residential and commercial designs be provided along the major traffic routes in accordance with the uses permitted.

b. Truck traffic should not be permitted in residential and commercial zones except on designated truck routes or unless making deliveries within the area.

c. New residential developments should not be permitted where traffic generated noise levels already exceed the residential zone noise level unless that residential development contains means for the mitigation of noise.

CONSTRAINTS:

Constraints can be viewed in terms of noise source, path and receiver. A summary of jurisdictional responsibility is contained in Figure 11.

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SUMMARY ANALYSIS OF JURISDICTIONAL RESPONSIBILITY IN NOISE CONTROL

	AIRCRAFT	MOTOR VEHICLE	NOISE IN GENERAL
FEDERAL	- NCA 1972, EPA to propose noise control regulations for aircraft, amends S 611 FAA Act of 1958, asserts that FAA and EPA preempt local control (U.S.C. 1973)	- Federal Aid Highways Act, P.L. 91-065 directs Secretary of Transportation to make standards for highway noise control; promulgated in PPM 90-2 of February 1973. - NCA 1972 regulates noise from surface carriers and motor vehicles engaged in interstate commerce.	- Walsh Healy Act applies noise standards to Fed. contracts. - O.S.H.A. applies noise standards to businesses affecting interstate commerce. - NCA 1972 gives EPA authority to prescribe standards for new products: + construction equipment + transportation equipment + any motor or engine + electric/electronic equipment. Also label noise emitting or noise abating equipment.
STATE (Calif.)	- Subchapter 6, Noise Standards, Department of Aeronautics. Regulate noise for all aircraft operations to the extent not already limited by federal law.	- Motor Vehicle Code regulates noise limits for new vehicles and all motor vehicle operation. - Cal. Streets and Highways Code S 216 regulates noise within schools near freeways. - Harbor and Navigation Code S2:654.05 regulates noise emission from motorboats in or upon inland waters.	- Division of Industrial Safety publishes noise regulations. - S 415 Penal Code prohibits loud and unusual noise that disturbs the peace. - Environmental Quality Act encourages local agencies to control environmental quality.
LOCAL	- Airport authority as <u>proprietor</u> may impose curfew. (Issue has yet to be resolved in court.)	- Local jurisdiction may enact regulations for off-highway motor vehicles, refuse vehicles and sound trucks. - May regulate the use of roads and highways based on noise considerations.	- May enact ordinances to control: + construction noise + amplified sound + fixed noise sources + loud/unusual noise + other noise sources whose control is not preempted by state or federal government.

Figure 11

SOURCE: Comprehensive Planning Organization, San Diego, 1974.

1. Source: Traffic is the major source of noise, and reduction of noise at the source is the most effective control. Montebello is, however, preempted in control of most traffic noise at the source. The city's major power in traffic noise control at the source lies in applying pressure for appropriate state and/or federal legislation.

   Local jurisdictions may enact noise regulations to secure and promote the public health and welfare as an exercise of their police power. Cities may prohibit the unnecessary, excessive and annoying noises of horns and signaling devices on private property, drums, animals and fowl, steam whistles, and engines in non-moving motor vehicles. There is a question, however, whether such noises can be controlled by decibel standards or only by disturbance-of-the-peace ordinances.

   The local authority may enact standards limiting noise emissions which cross property lines. The use of property is generally required to conform with the performance standards stated in the noise ordinance. These performance standards are meant to apply to noise-generating apparatus or activities within a particular area and are not to be confused with the new product standards of EPA. License and permit type provisions may be used to limit or require compliance with performance standards as a condition to the installation or operation of equipment. In addition, curfews may be set to prohibit certain noise-generating activities during a specific time interval, usually at night.

2. Path: Local jurisdiction have much latitude in terms of affecting the transmission path of noise. Implementation of noise barrier requirements generally does not, however, place the burden of noise control on the source. The economic burden of noise barriers often falls on the affected property's developer, or the state or local jurisdiction. Cost of noise barriers is a major constraint.

3. Receiver: The State of California has taken the major role in noise control at the receiver. Through the noise insulation standards, effective August 22, 1974, "Interior Community Noise Equivalent Levels (CNEL) attributable to exterior sources shall not exceed an annual CNEL of 45 dB in any habitable room". The enforcement of this provision is a local responsibility.

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Federal activities in control of noise at the receiver are presented in the HUD policy statement:

> It is the finding of the Department of Housing and Urban Development (HUD) that noise is a major source of environmental pollution which represents a threat to the serenity and quality of life in population centers. Noise exposure may be a cause of adverse physiological or psychological effects as well as economic losses. Accordingly, it is the purpose of departmental policy to call attention to this threat, to encourage the control of noise at its source in cooperation with other federal departments and agencies, to encourage land utilization patterns for housing and other municipal needs that will separate uncontrollable noise sources from residential and other noise-sensitive areas, and to prohibit HUD support to new construction on sites having unacceptable noise exposures.

In summary, constraints of jurisdictional responsibility are primary factors in noise control at the source. Interference of the noise transmission path places the economic burden on individuals other than those causing the problem. Control of noise at the receiver is covered by state regulations but enforced by local jurisdictions.

POLICIES:

Constrained to degrees by other jurisdictions, Montebello's policies focus on viable approaches to noise control and reduction. Montebello's policies are to:

1. Actively pursue and support legislation whose effect will enhance our noise environment through the reduction of transportation and other noise sources. The economic burdens of noise control should not fall on the City or the adversely impacted receiver.

2. Enforce and encourage enforcement of all existing noise control regulations designed to bring about attainment of acceptable noise standards.

3. Develop an enforceable Noise Ordinance, and implement this ordinance to control noise to reasonable levels in areas where the City's jurisdiction has not been preempted.

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4. Utilize comprehensive planning, Environmental Impact Reports, redevelopment, and land use decisions to minimize adverse impact of noise in all areas of the community.

5. Promote increased public awareness of the adverse effects of noise.

6. Support and encourage federal, state, county and other programs to voluntarily reduce noise impact through modification of the noise source, transmission path or receiver.

7. Require all city departments to include noise control requirements, where applicable, in the procurement of equipment. Noise minimization should be considered in the conduct of all city activities.

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SOURCES/REFERENCES

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SCENIC HIGHWAYS ELEMENT

SCENIC HIGHWAYS ELEMENT

INTRODUCTION:

This element provides for the local planning for official and unofficial scenic highways. Official scenic highways are designated by the State Scenic Highway Advisory Committee after plans have been adopted and submitted by the City. Unofficial scenic routes may also be adopted by the City of Montebello.

PURPOSE:

Government Code Section 65302(h) requires a scenic highways element of all city and county general plans, as follows:

> The plan shall include a "scenic highway element for the development, establishment, and protection of scenic highways pursuant to the provisions of Article 2.5 (commencing with Section 260) of Chapter 2 of Division 1 of the Streets and Highways Code."

DEFINITIONS:

1. Scenic Corridor: The visible land area outside the highway right-of-way and generally described as "the view from the road."

2. Official State Scenic Highway and Official County Scenic Highway: Scenic highways officially designated by the Scenic Highways Advisory Committee after application from local jurisdictions and only if on list of eligible highways found in Section 263 of the Streets and Highways Code.

3. Rural Designated Scenic Highway: A route that traverses a defined corridor within which natural scenic resources and aesthetic values are protected and enhanced.

4. Urban Designated Scenic Highway: A route that traverses a defined visual corridor which offers an unhindered view of attractive urban scenes.

APPLICABILITY:

There are no state or county designated scenic highways in the City of Montebello, and no proposals are now pending. Although

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there are or may be local streets that could be designated as unofficial scenic routes (e.g., Bluff Road, north of Sycamore Street, Lincoln Avenue between Avenida de la Merced and San Gabriel Boulevard, future streets in the Montebello Hills) none have been so designated.

POLICIES:

Montebello's policies toward scenic highways are to:

1. Acknowledge that there are no officially designated scenic corridors or highways in the City of Montebello.

2. Consider promotion and establishment of unofficial scenic routes in conjunction with development and redevelopment of the Montebello Hills, Rio Hondo Channel areas, and other applicable locations in the City. Of particular promise are routes and points in the Montebello Hills where vistas of the South Coast Basin, Downtown Los Angeles, the San Gabriel Mountains and Valley, and the Whittier Narrows-Puente Hills are most impressive. Consideration of scenic route designation shall include providing turn outs, picnic areas, and vista locations to take maximum advantage of these scenic qualities.

3. Relate scenic route designation to other applicable General Plan Elements and City policies.

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SEISMIC SAFETY ELEMENT

SEISMIC SAFETY ELEMENT

INTRODUCTION:

Southern California geologic and seismic history has been one of long and continued activity. The proximity of known major faults and the experience of many residents within the recent past verify this fact. Two major events within the Los Angeles Basin have called attention to the potential destruction that earthquakes can unleash. The first, the Long Beach earthquake, occurred in 1933. Reaction to it brought about an incorporation of seismic design standards into the building code for the first time. In 1971, the San Fernando earthquake caused appreciable damage within major portions of the Los Angeles Metropolitan area.

The experience of these two major events has produced a high level of seismic hazard awareness on the part of both citizens and public officials of the likelihood of future occurrences. Both major earthquakes have also underscored the need for effective planning to mitigate against the effects of seismic occurrences.

It is apparent that seismic activity brings a potential for loss of life, damage to property, and economic and social disruption. Yet the task of identifying this potential is complicated by the fact that earthquakes and their resultant effects are unpredictable and infrequent. Because existing and expanded development in Montebello will be exposed to potential seismic hazards, it will be necessary to identify, delineate, and evaluate these hazards within the limits of present technology. A policy and implementation program can then be effected.

To gain the necessary technical background data required to formulate a Seismic Safety Element, the City of Montebello contracted with the Envicom Corporation to prepare a Technical Report. The scope of this report includes the identification and analysis of seismic hazards within Montebello. While the Technical Report augments the Seismic Safety Element, it is drawn upon freely for specific information as contained in the element.

PURPOSE:

To comply with California State Law (Government Code Section 65302-f) as follows:

> "A seismic safety element consisting of an identification and appraisal of seismic hazards such as susceptibility to surface ruptures from faulting, to ground shaking, to ground failures, or to the effects of seismically induced waves such as tsunamis and seiches.

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The seismic safety element shall also include an appraisal of mudslides, landslides, and slope stability as necessary geologic hazards that must be considered simultaneously with other hazards such as possible surface ruptures from faulting, ground shaking, ground failure, and seismically induced waves."

DEFINITIONS:

Alluvium:

A general term for all sediment such as sand and gravel deposited in river beds, flood plains, lakes, and fans at the foot of mountain slopes and estuaries.

Earthquake:

Perceptible trembling to violent shaking of the ground produced by sudden displacement of rocks below and at the earth's surface.

Fault:

A fracture or fracture zone along which there has been movement (slippage) of the two sides relative to one another and parallel to the fracture.

Active Fault:

A fault that has moved in recent geologic time and which is likely to move again the relatively near future. For planning purposes, this period extends back on the order of 10,000 years and forward 100 years or more.

Inactive Fault:

A fault which shows no evidence of movement in recent geologic time and no evidence of potential movement in the relatively near future.

Ground Failure:

A situation in which the ground does not hold together. Examples are landsliding, mudslides, and liquefaction.

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Intensity:

A qualitative measure of an earthquake's destructiveness, based on observed damage or effects. (See Modified Mercalli scale Chart 1.)

Landsliding:

The perceptible downward sliding or falling of a relatively dry mass of earth, rock, or mixture of the two.

Liquefaction:

A sudden decrease of shearing resistance of a non-cohesive soil caused by collapse of the soil structure associated with sudden but temporary increase of water pressure in the soil voids; more generally, a "quicksand" condition results from an upward flow of water through sand.

Magnitude:

A quantitative measure of the total energy release of an earthquake based on a logarithmic scale. (See Richter scale Chart 1.)

Seiches/Tsunamis:

Earthquake-generated water waves; seiches occurring in enclosed or restricted bodies of water, the tsunamis occurring on the high seas. Neither hazard significant in Montebello.

Seismic Risk:

The degree of probability of earthquake impacts, including injury and loss of life, property damage, social and economic disruptions, as estimated from the history and records of past earthquakes. The varying degrees of seismic risk are illustrated in Figure 1. A further discussion is provided under "CONSTRAINTS."

TECHNICAL BACKGROUND:

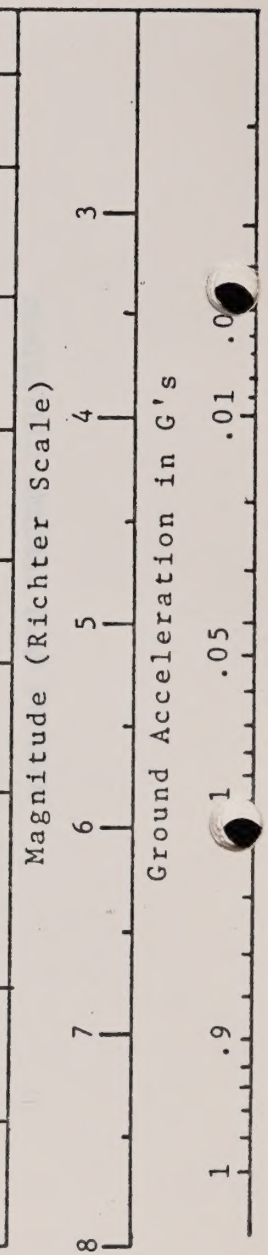
Because the basis for the Seismic Element rests upon a large amount of technical information, an explanation of both the general effects of earthquakes and certain specific facts of Montebello's geology will be necessary. Only selected information is provided here in

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Chart 1

MODIFIED MERCALLI INTENSITY SCALE SHOWING APPROXIMATE RELATIONSHIP WITH GROUND ACCELERATION AND MAGNITUDE (RICHTER) OF SHALLOW LOCAL EARTHQUAKES.

I	Not felt except by very few under especially favorable conditions.
II	Felt only by a few persons at rest, especially on upper floors of buildings. Delicately suspended objects may swing.
III	Felt quite noticeably indoors, especially on upper floors of buildings, but many people do not recognize it as an earthquake. Standing motor cars may rock slightly. Vibration like passing of truck. Duration estimated.
IV	During the day, felt indoors by many; outdoors by few. At night some awakened. Dishes, windows, doors disturbed; wells make creaking sound. Sensation like heavy truck striking building. Standing motor cars rock noticeably.
V	Felt by nearly everyone; many awakened. Some dishes, windows, etc., broken; a few instances of cracked plaster, unstable objects overturned. Disturbance of trees, poles and other tall objects sometimes noticed. Pendulum clocks may stop.
VI	Felt by all; many frightened and run outdoors. Some heavy furniture moved; a few instances of fallen plaster or damaged chimneys. Damage slight.
VII	Everybody runs outdoors. Damage negligible in buildings of good design and construction; slight to moderate in well-built ordinary structures; considerable in poorly built or badly designed structures; some chimneys broken noticed by persons driving motor cars.
VIII	Damage slight in specially designed structures; considerable in ordinary substantial buildings with partial collapse; great in poorly built structures. Panel walls thrown out of frame structures. Fall of chimneys, factory stacks, columns, monuments, walls. Heavy furniture overturned. Sand and mud ejected in small amounts. Changes in well water. Persons driving motor cars disturbed.
IX	Damage considerable in specially designed structures; well designed frame structures thrown out of plumb; great in substantial buildings, with partial collapse. Buildings shifted off foundations. Ground cracked conspicuously. Underground pipes broken.
X	Some well-built wooden structures destroyed; most masonry and frame structures destroyed with foundations, ground badly cracked. Rails bent. Landslides considerable from river banks and steep slopes. Shifted sand and mud. Water splashed (slopped) over banks.



SOURCE: *Planning Department, San Bernardino County, Informational Paper on the Proposed San Bernardino County Seismic and Safety Element, 1974.*

MONTEBELLO GENERAL PLAN PROGRAM

SEISMIC SAFETY ELEMENT

DEGREES OF SEISMIC RISK

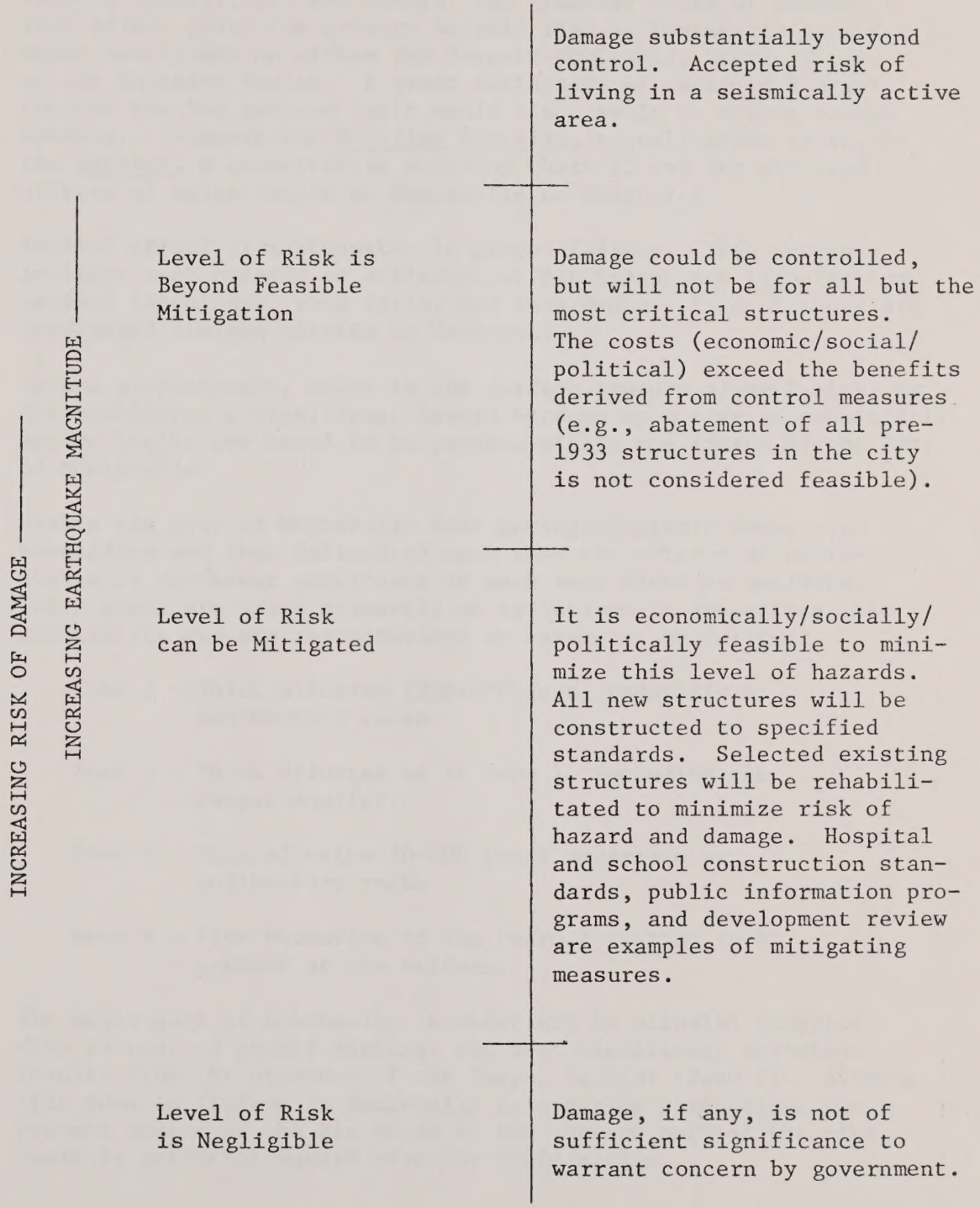


Figure 1

Adopted MCC May 27, 1975

order to give a general picture of the geology and seismic hazards for Montebello. For a more complete but technical treatment, reference is given to the Technical Report for the Seismic Safety Element, prepared by Envicom Corporation, 1975.

The most widespread effect of an earthquake is ground shaking. This is usually, but not always, the greatest cause of damage. This effect poses the primary seismic risk in Montebello from a major earthquake on either the Newport-Inglewood, Sierra Madre, or the Whittier faults. A great earthquake of nearly 8.0 magnitude on the San Andreas fault would also result in strong ground shaking. (Compare the Modified Mercalli, a qualitative scale, to the Richter, a quantitative scale on Chart 1, and the expected effects of major faults on Montebello on Chart 2.)

Another effect of earthquakes is ground failure. This category includes such hazards as differential settlement and liquefaction, natural landslides, rock falls, and subsidence. Each of these are considered limited hazards in Montebello.

Ground displacement, which is the surface rupture along faults, is not considered a significant hazard because no active or potentially active faults are known to be present within the limits of the City of Montebello.

Within the City of Montebello four geologic/seismic zones were identified and then delineated such that the effects of earthquakes of different magnitudes in each zone might be analyzed. These zones are based primarily on variations in subsurface characteristics and are characterized on Figure 2, as follows:

Zone 1 - Thick alluvium (200-800 feet) underlain by sedimentary rocks.

Zone 2 - Thick alluvium as in Zone 1, including the Gaspur Aquifer.

Zone 3 - Thin alluvium (0-200 feet) underlain by sedimentary rocks.

Zone 4 - Pico Formation of San Pedro Formation rocks exposed at the surface.

The major part of Montebello is underlain by alluvial deposits. With respect to ground shaking, the most significant variation results from the presence of the Gaspur Aquifer (Zone 2). Although this zone is limited in Montebello to a narrow strip along the present course of the Rio Hondo in the eastern part of the city, there is potential hazard here for liquefaction.

Adopted MCC May 27, 1975

Chart 2

MONTEBELLO GENERAL PLAN PROGRAM

SEISMIC SAFETY ELEMENT

MAJOR FAULTS IN THE MONTEBELLO AREA
AND THEIR EXPECTED EFFECT ON THE CITY

Fault	Miles From Montebello (North-South)	Expected Richter Magnitude	Approximate Probability of Occurrence (100-Year Period)
1. Whittier	6	6.0	Low to Very Low
2. Newport-Inglewood	9.5 - 14	6.5	Intermediate
3. Sierra Madre	10 - 14.5	6.5	Intermediate
4. San Andreas	33	8.5	Probable

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SOURCE: Envicom Corporation, City of Montebello Technical Report for the Seismic Safety Element, April 1975.

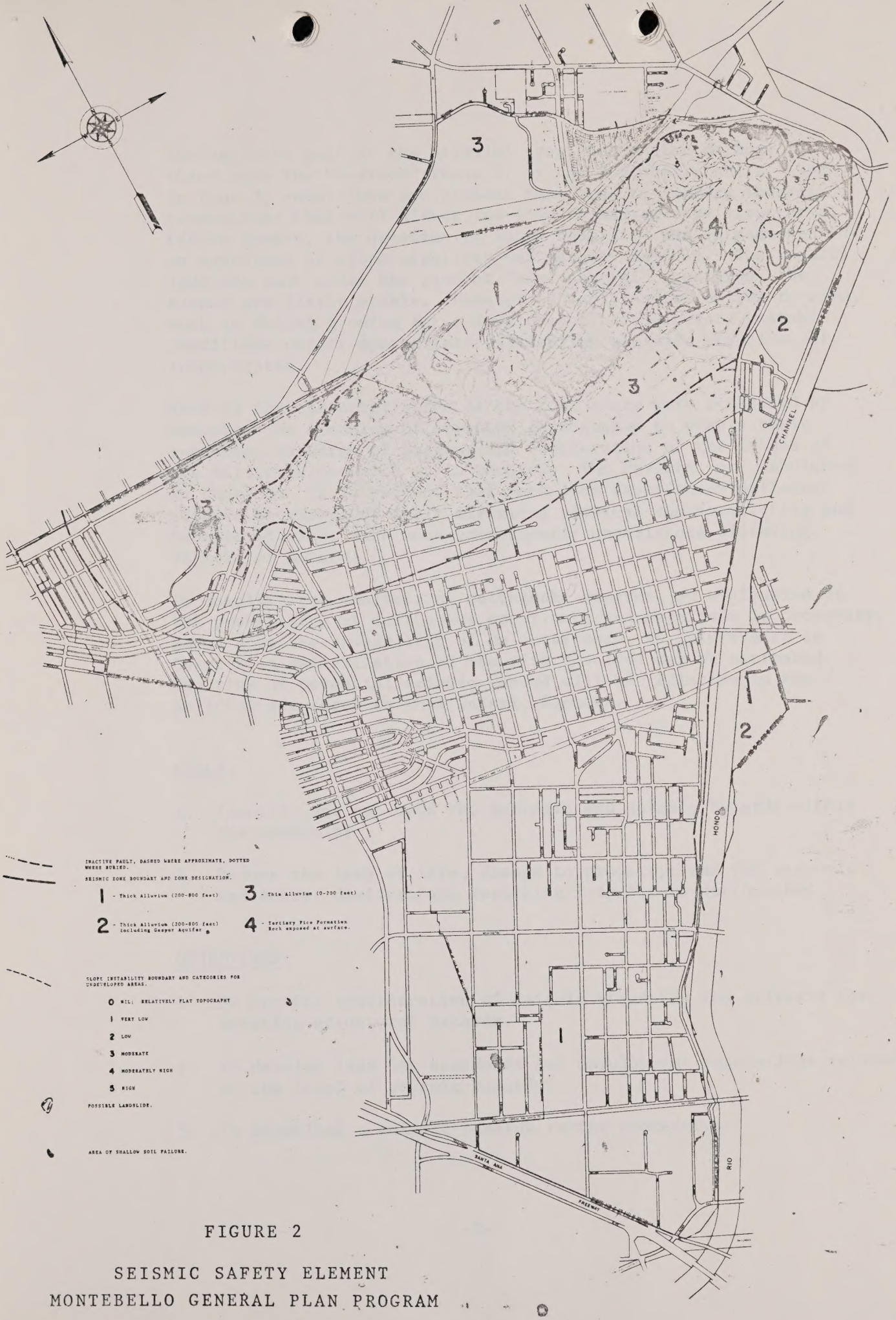


FIGURE 2

SEISMIC SAFETY ELEMENT
MONTEBELLO GENERAL PLAN PROGRAM

The northern part of the alluvial area, designated as Zone 3, thins onto the "bedrock" (Zone 4) of the Montebello hills. Here, in Zone 3, conditions are present that tend to amplify shaking frequencies that will affect low-rise to medium-rise structures. Within Zone 4, the question of slope stability was encountered and an appraisal of slope stability was made by Envicom. The results indicate that under the present "semi-natural" condition, the slopes are fairly stable. However, a modification of the terrain, such as during grading for a development, could create unstable conditions unless appropriate engineering geologic practices are incorporated.

Each of the characteristics of the four zones were projected by computer for a series of expected earthquakes to obtain their responses in terms of shaking and acceleration of the ground or the structure on which it is mounted. The results were tabulated in Chart 3. It is evident that each zone experiences different effects by virtue of their differing physical characteristics and because of this, each zone consequently experiences differing degrees of hazard.

To complete the analysis of earthquake hazards, an evaluation of the probability of earthquake occurrence and magnitude is necessary. Based upon the probability of an occurrence, as illustrated in Chart 2, a determination of the risk involved may be estimated. The risk of potential seismic hazard will be reflected in the policies set forth in this Seismic Element.

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GOALS:

1. Identify and appraise the geologic and seismic hazards within the community.

2. Reduce the loss of life, damage to property, and the economic and social dislocations resulting from future earthquakes.

OBJECTIVES:

1. To promote consideration of seismic standards and criteria for existing structural hazards.

2. To develop land use standards and development regulations related to the level of seismic hazards.

3. To establish a seismic hazards review procedure.

Chart 3

MONTEBELLO GENERAL PLAN PROGRAM

SEISMIC SAFETY ELEMENT

GENERALIZED CHARACTERISTICS OF EXPECTED EARTHQUAKES
BY ZONES WITHIN MONTEBELLO

	Magnitude of Earthquakes			
	Newport/Inglewood or Sierra Madre Faults			San Andreas Fault
Zone	5.2	5.6	6.5	8.5
1	a = 0.05 T = 0.2 t = 4-6	a = 0.19 T = 0.2-0.4 t = 6-10	a = 0.30 T = 0.3-0.5 t = 15-20	a = 0.23 T = 0.3-0.5 t = 30-40
2	a = 0.5 T = 0.2 t = 4-6	a = 0.19 T = 0.3-0.5 t = 8-12	a = 0.30 T = 0.4-0.6 t = 20-25	a = 0.23 T = 0.4-0.6 t = 40-50
3.	a = 0.09 T = 0.3 t = 4-6	a = 0.30 T = 0.2 t = 6-10	a = 0.45 T = 0.2-0.4 t = 15-20	a = 0.33 T = 0.2-0.4 t = 30-40
4.	a = 0.03 T = 0.3 t = 3-4	a = 0.12 T = 0.3-0.4 t = 5-8	a = 0.13 T = 0.6-1.0 t = 10-15	a = 0.14 T = 0.4-0.7 t = 30-40

The Whittier Fault is not included because ground shaking from the earthquakes shown should equal that from the Whittier Fault.

a = maximum ground acceleration expressed as a decimal fraction of the acceleration of gravity.

T = predominant period of shaking in seconds.

t = duration of "strong" shaking in seconds.

SOURCE: Envicom Corporation, City of Montebello Technical Report for the Seismic Safety Element, April 1975.

Adopted MCC May 27, 1975

4. To assure consistency of all elements of the General Plan with the Seismic Safety Element.

5. To define and coordinate a disaster preparedness program in conjunction with other General Plan Elements.

6. To provide for a periodic review of the Seismic Safety Element to reflect new information or improved technology to reduce the hazard of seismic activity.

CONSTRAINTS:

The major constraint to be dealt with in the Seismic Safety Element concerns seismic risk. The degree of earthquake risk that the community is willing to accept is critical to the development of policy and implementation of the element. Because a perfectly hazard-free environment does not exist, certain types and degrees of risk are always present. The acceptability of this risk also varies and we find that citizens may be willing to accept relatively unregulated risks in the selection of their homes but not in selection and location of hospitals and public buildings. An example of structure use and the probability of occurrence of earthquakes of specific magnitudes is given in Chart 4. These magnitudes can provide standards for levels of acceptable risk that the community is willing to assign to different uses. Although these levels may provide a basis, other factors such as general geology, characteristics of the site, and structural specifications must also be considered.

The basic problem in the determination of seismic risk is that it cannot be quantified. While the fields of geology, seismology, and engineering are steadily growing in their knowledge of the mechanics of seismic processes, the great complexity of many geologic/seismic factors related to earthquakes does not currently permit accurate predictable measurements concerning where, when, and how large an earthquake might occur. We thus find that risk is basically a subjective determination based on a variety of components which are integrated to comprise the total risk. These components include the general geology of the area, the geological characteristics of the specific site, the land use, and the structural specifications of the site. Each of these four components may be dealt with more or less independently to derive the estimated total risk of a specific project or location based upon its specific characteristics.

The derived total risk, developed through the procedure of risk analysis of the four components, may be applied to existing

Adopted MCC May 27, 1975

Chart 4

MONTEBELLO GENERAL PLAN PROGRAM

SEISMIC SAFETY ELEMENT

STRUCTURE USE AND THE PROBABILITY OF OCCURRENCE
FOR POTENTIALLY DAMAGING EARTHQUAKES OF SPECIFIC MAGNITUDES

Use	Approximate Recurrence Interval (years)	Fault (Source of Earthquake) Newport-Inglewood	Sierra Madre	Whittier	San Andreas
Limited occupancy (warehouses, automated manufacturing facilities, etc.)	50-100	5.2	--*	4.5	8.5
Normal occupancy (residences, narmally occupied, factories, etc.)	100-200	5.6	6.0	5.2	8.5
Critical facilities (hospitals, fire and police stations, schools, critical utilities, etc.)	200-500	6.5	6.5	6.0	8.5

*Seismic history of the Sierra Madre Fault suggests that smaller earthquakes will probably not occur on this fault.

SOURCE: Envicom Corporation, City of Montebello Technical Report for the Seismic Safety Element, April 1975.

structural hazards, particularly to pre-1933 structures, as well as to future development. Within the scope of the state requirement that levels of acceptable and unacceptable risks be determined, risk analysis would provide the method for making such determinations.

In the reduction of seismic risk, higher costs often result. (Chart 5.) Additional costs such as reports prepared by specialists (geologist, soils engineer), lower densities, added building requirements, and relocation studies may be considered unnecessary by many. Yet the major goal of the Seismic Safety Element is a committment to the reduction of seismic risk to the public at large. This commitment will be met to the extent possible as described in the policies and action program of this plan.

POLICIES AND ACTION PROGRAM:

1. To define acceptable and unacceptable seismic risks in the framework of a feasible implementation program to reduce unacceptable seismic risks.

2. To identify and evaluate structural hazards of existing buildings that may constitute unacceptable seismic hazards.

3. To seek reduction of unacceptable structural hazards on a voluntary basis and through other appropriate means.

4. To incorporate a seismic hazard review procedure in the evaluation of new developments.

5. To emphasize seismic hazards as part of the city's disaster preparedness plans.

6. To promote public awareness of potential seismic risk, hazards, and mitigating measures.

Adopted MCC May 27, 1975

Adopted MCC May 27, 1975

Chart 5

MONTEBELLO GENERAL PLAN PROGRAM

SEISMIC SAFETY ELEMENT

A SCALE OF RISKS AND COSTS OF MITIGATION

	Level of Risk to Public	Kinds of Structures	Extra Project Cost Probably Required to Reduce Risk to an Acceptable Level
Failure of a single structure may affect substantial populations.	Extremely High	Structures whose continued functioning is critical, or whose failure might be catastrophic: nuclear reactors, large dams, power intertie systems, plants, manufacturing explosives.	No set percentage (whatever is required for maximum attainable safety)
	Slightly Lower Than Above	Structure whose use is critically needed after a disaster: important utility centers, hospitals, fire, police and emergency communication facilities, and critical transportation elements, such as bridges and overpasses; also smaller dams.	20 to 25 percent of project cost
Failure of a single structure will affect primarily only the occupants.	Possible High Risk to Occupants	Structures of high occupancy, or whose use after a disaster will be particularly convenient: schools, churches, theaters, large hotels and other high-rise buildings housing large numbers of people, civic buildings such as fire stations, secondary utility structures, extremely large commercial enterprises, most roads, alternate or non-critical bridge and overpasses.	10 to 15 percent of project cost
	An "Ordinary" Level of Risk*	The vast majority of structures: most commercial and industrial buildings, small hotels and apartment buildings, and single-family residences.	1 to 2 percent of project cost, in most cases (2 to 10 percent of project cost, in a minority of cases)

*"Ordinary" risk: Resist minor earthquakes without damage; resist moderate earthquakes without structural damage, but with some non-structural damage; resist major earthquakes of the intensity of severity of the strongest experienced in California, without collapse, but with some structural as well as non-structural damage.

SOURCE: Adapted by Tri-Cities; from Scale of Acceptable Risks of the Structural Engineers Association of California.

SOURCES/REFERENCES:

1. California Council on Intergovernmental Relations; Seismic Safety Element Guidelines, September 1973.

2. California Council on Intergovernmental Relations; Seismic Safety Element Interim Guidelines, July, 1972.

3. California Division of Mines and Geology; Urban Geology, Master Plan for California, Bulletin 198, 1973.

4. Claremont, City of. Seismic Safety Element, July, 1974.

5. Envicom Corporation, Technical Report for the Seismic Safety Element - City of Montebello, April, 1975.

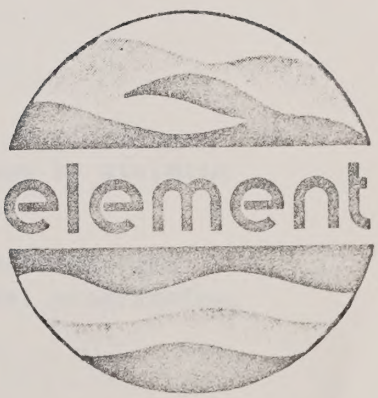
6. Los Angeles County; General Plan - Seismic Safety Element (Proposed), October, 1974.

7. San Bernardino County, Informational Paper on the Proposed San Bernardino County Seismic and Safety Element, 1974.

8. Tri-Cities Advisory Committee on Seismic Safety. (El Cerrito, Richmond, and San Pablo), The Seismic Safety Study for the General Plan. September, 1973.

Adopted MCC May 27, 1975

safety element



INTRODUCTION:

Insuring the safety of its people is a basic responsibility of the City. Based upon the belief that the destructive effects of fire, and non-seismic geological events (landslides, subsidence and erosion) can be minimized by prudent city action, the Safety Element is proposed to function as a preparedness plan for community disasters.

It is anticipated that at a future date the Safety Element will be expanded in scope to include flooding, traffic safety, crime and home and occupational safety.

PURPOSE:

To comply with California State Law, Government Code Section 65302.1 as follows:

> "A safety element for the protection of the community from fires and geologic hazards including features necessary for such protection as evacuation routes, peak load water supply requirements, minimum road widths, clearances around structures, and geologic hazard mapping in areas of known geologic hazard."

GOALS:

1. Prevent the loss of life and injuries from fires and geologic hazards.

2. Prevent or minimize property damage and social and economic disruption resulting from fires and geologic events.

3. Maintain and promote safety programs which create a sense of community security and well being.

OBJECTIVES:

1. Minimize the occurrence of community disasters.

2. When community disasters do occur, implement programs to minimize the destruction.

3. Achieve the most effective and economical balance of costs and benefits in community disaster prevention and control programming.

Adopted MCC 10-27-75
GPA-4-75

CONSTRAINTS:

A totally free environment is beyond the present means and capabilities of local communities. Even if achievable, the results of such a state may be socially and economically unacceptable to the community. A balance must therefore be met between the risk of community disaster as opposed to preventing and mitigating measures.

FIRE:

Although the threat of fire cannot be completely eliminated, the number of fires and the extent of damages can be substantially reduced. There are two inter-related methods of mitigating the threat of fire: Fire prevention and fire suppression.

Fire prevention concerns itself with eliminating the causes of fire, while fire suppression is provided by fire-fighting personnel and equipment to combat and control the effects of fire.

NON-SEISMIC GEOLOGICAL HAZARDS:

The conclusions reached by Envicom Corporation in their technical report* for the City state that geological hazards (landslides, subsidence and erosion) are not considered a significant problem in Montebello. It is stressed, however, that because such geologic features as river beds and hillsides do exist in the City, care should continue to be exercised when development is proposed in these areas.

POLICIES AND ACTION PROGRAM:

1. Regulate the development, maintenance and use of property in the City so as to minimize the occurrence of fire to keep the expected size of fires to the minimum feasible level.

2. Promote built-in fire protection by the private sector.

3. Maintain capability to attack a fire in any part of the City within 3 to 5 minutes from its incipiency.

*Envicom Corporation, City of Montebello Technical Report for the Seismic Safety Element, April 1975.

Adopted MCC 10-27-75
GPA-4-75

4. Promote intercommunity cooperation, mutual aid and other joint activities which will improve the total fire defense and result in reduced costs.

5. Continue to require engineering geologic investigations in hillside areas.

6. Utilize the Circulation Element of the General Plan in establishing a route hierarchy with the purpose of alleviating congestion and providing emergency access or evacuation in time of crisis.

7. Continue to require water systems capable of meeting fire flow requirements, designed to deliver flows under emergency conditions when damages or failures occur in the system.

8. Continue to maintain and improve the City Emergency Plan.

9. Continue to maintain and improve the City's rescue, emergency and public service capabilities.

10. Continue to review all land development proposals from the standpoint of minimizing hazards.

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GPA-4-75

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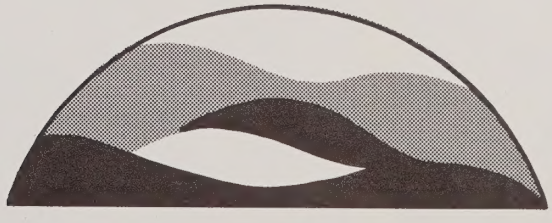
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MONTEBELLO GENERAL PLAN MAP

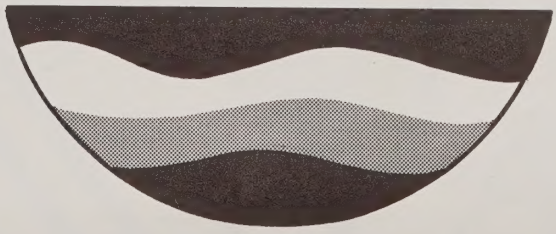
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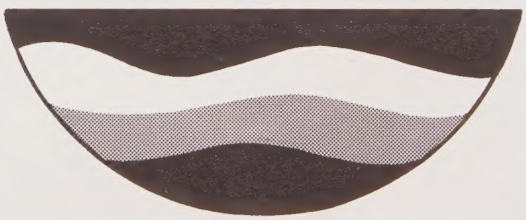
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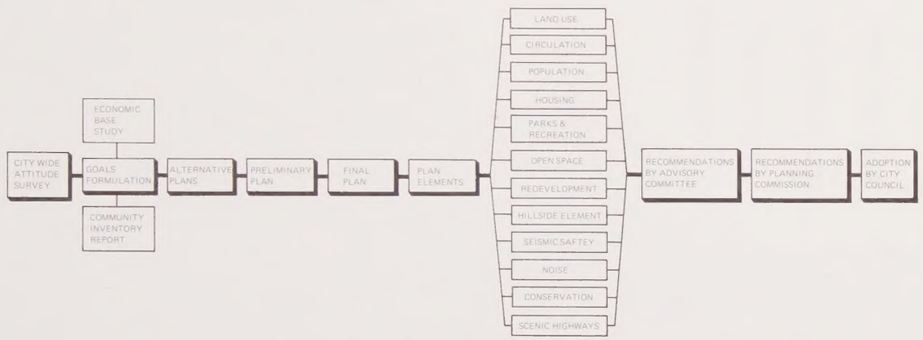


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The General Plan is a long-range guide for the overall development of the City of Montebello. It is a tool to be used in determining directions and priorities for growth over the next twenty years.

The plan is a result of an intensive examination of the City's past growth and desired directions for future growth. This search for community goals resulted in the use of a City wide attitude survey as an initial ingredient. A Citizens Advisory Committee appointed by the City Council reviewed the results of the survey and formulated goals for the City. These were reviewed and refined by the Council and became the foundation for the General Plan and the elements which constitute the plan. The general plan program, which was the result of a year-long working relationship between the consultants, Advisory Committee, Planning Commission and City Council is depicted in the following diagram.



Envisioning the ultimate population of the City to be 67,300 people, a goal set by the people of Montebello, the plan illustrates the characteristics of a city that will accommodate the demands and desires of the people who will live there. It recommends patterns for development of the major elements in the urban landscape such as housing, business, industry, open space and streets. For example, it allows a variety of housing types — low density detached homes, medium density homes such as condominiums or townhouses, and high density homes such as apartments throughout the City. It proposes location of a regional town center and an auto center in the hills. Generally it shows maintenance of the industrial district in its present location in South Montebello. It suggests that parks and recreational areas be expanded through acquisition of land in the hills and public use of school playgrounds outside of school hours. It shows which streets may eventually be improved to ease traffic problems.

The plan is composed of several elements, each defining goals and policies for a specific aspect of the structure of the City. The adopted elements of the Montebello General Plan Map, include:

EXISTING POPULATION
1973



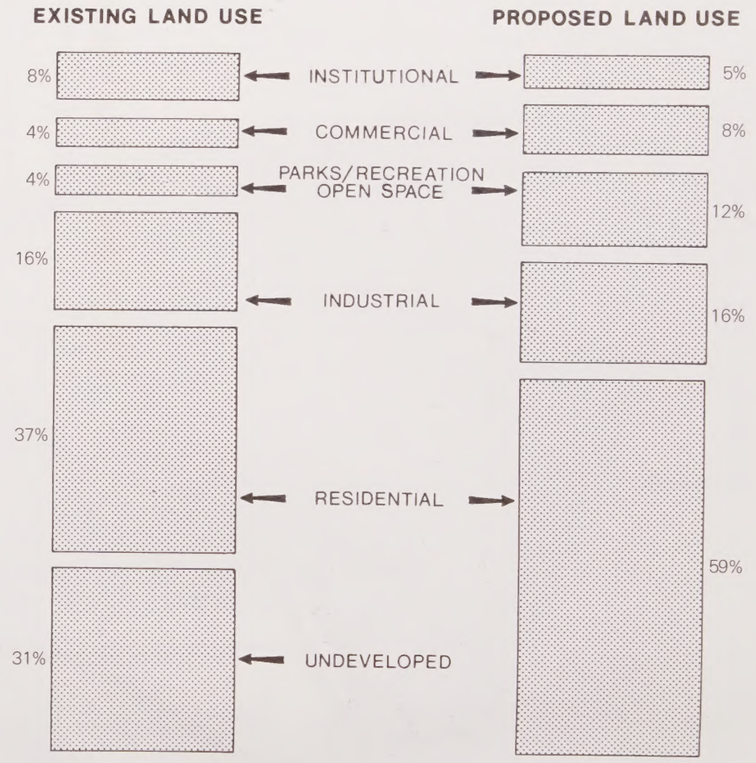
44,500

PROPOSED POPULATION
1993



67,300

EXISTING LAND USE **PROPOSED LAND USE**



ELEMENTS

Land Use, which designates arrangements of the different land uses throughout the City and standards for their development. The element attempts to formulate a plan which is responsive to the needs of the community and permits the orderly arrangement of land uses.

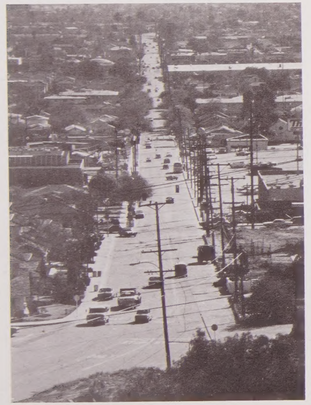
Circulation, which designates major and secondary streets designed to carry traffic in, around and through the City.

Population, which projects the number of people that will ultimately live in the City and the areas in which they will live.

Housing, which recommends standards and designates sites for housing to accommodate the needs of all economic segments of the community.

Parks and Recreation, which develops goals and policies relating to parks and recreation, identifies existing and proposed general locations and acreages for park and recreational land, and formulates an action program to implement recommendations of the plan element.

Open Space, which identifies open areas and formulates goals, policies and an active program for conserving open space. The open space plan attempts to insure the preservation and conservation of sufficient open lands to satisfy the needs of the population.





Redevelopment, which designates areas in which conditions of blight exist and identifies plans and programs which will lead to elimination of those conditions.

Hillside, which consists of standards, principles, and a land use and circulation plan of the Montebello Hill's portion of the study area.

Seismic Safety, which recommends ways to reduce loss of life, injuries, damage to property, and economic and social dislocation, resulting from future earthquakes.

Safety, which defines responsibility for public safety, specifically in relation to fire and geologic hazards.

Noise, which consists of measures to mitigate adverse effects of noise and prevent increase in noise levels where incompatible with existing and proposed land uses.

Conservation, which recommends the planned management of natural resources to prevent exploitation, destruction or neglect, including surface and groundwater, soil, minerals, energy, climate, ecosystems, cultural resources and scenic features.

Scenic Highways, which incorporates segments of the State Highway System and the adjacent corridors for special scenic conservation treatment.

The General Plan, as presented here, is a guide in the progression of a dynamic city. In order to be an accurate reflection of community needs and an effective guide for future development, it must be continually reviewed and updated to accommodate change. In these ways it becomes a vital instrument in assuring that the City continues to fulfill the needs of its citizens.



GLOSSARY

General Plan: A long-range guide to development and redevelopment of land uses in the community.

Long-Range: The General Plan applies to the next 20-year period.

Land Use: Designation of what occupies the land. Types of uses are agricultural, residential, commercial, industrial, parks, recreation, open space and vacant land.

Residential Land Use: Land occupied by housing of various types; for example, single family detached houses, townhouses, patio homes, garden apartments, or high rise apartments.

- **Density:** designations relate to generalized areas rather than specific ones. For example, an area designated for low density residential use would allow up to 7.5 dwelling units per gross acre. If development were spread evenly throughout the area, the typical housing type would be detached single family houses. If the development were clustered in 3/4 of the land area, leaving the remaining land open for recreational use, the same number of units would be allowed but would probably be townhouses, row or patio homes with common wall construction. If that same permitted number of units were grouped on only 1/2 the land area, with remaining land left open for recreational use, typical housing would probably consist of garden apartments or two- or three-story town houses with common wall construction.

- **Low Density:** The most limited number of dwelling units per acre is proposed for an area within the Montebello Hills between Lincoln Avenue and the Pomona Freeway; the plan allows 4.5 units per gross acre. In the rest of the City it designates 7.5 units per gross acre.

- **Medium Density:** These designated areas include housing at about 10 dwelling units per gross acre.

- **High Density:** An intense residential land use pattern recommended for a number of locations throughout the City. The plan designates 14 dwelling units per gross acre for these areas.

- **Very High density:** In several locations near the proposed regional town center, the plan designates areas for very high density housing of up to 35 units per gross acre.

Commercial: Occupied by retail trades, or service establishments; for example, stores, banks, doctors, arts and crafts galleries.

- **General:** Clustered shopping centers of neighborhood, community or regional importance.

- **Boulevard:** Development along major streets which consists primarily of stores but also includes offices, institutions, and residences (usually multiple family dwellings).

- **Regional Town Center:** An area of high intensity development which draws users from the City and a large surrounding area.

- **Auto Center:** An area occupied by automobile and other motor vehicle dealerships and related uses such as accessory and tire stores, repair services, auto painting, insurance agencies and gasoline stations.

Industrial: Land occupied by manufacturing, warehousing and other production-oriented development.

Park, Recreation, Open Space: Predominately open land, with or without buildings, used for recreational activity such as parks and school playgrounds — or those lands valuable to the conservation of natural resources such as the spreading basins along the Rio Hondo Channel and the Whittier Narrows Dam.

Streets:

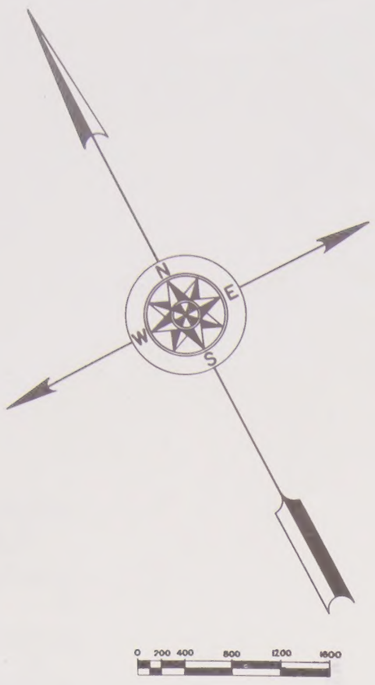
- **Major:** Generally 80-120 feet wide with signals and controlled access. These roads such as Beverly Boulevard and Whittier Boulevard, are designed to connect major



living areas to working, shopping and recreation areas in and around the community.

- **Secondary:** Similar to primary streets but generally 60-84 feet wide. Examples are Wilcox Avenue and a portion of Lincoln Avenue.

- **Collector:** Generally 60-70 feet wide, these roads carry traffic from local residential streets to primary and secondary routes. Examples are Vail Avenue and Bluff Road.



0 200 400 800 1200 1600

SAN GABRIEL BLVD.
BLVD.
PARAMOUNT
FREEWAY
GARFIELD AVE
CHANNEL
BEVERLY BLVD.
WHITTIER BLVD.
MONTEBELLO BLVD.
OLYMPIC BLVD.
MINES AVE
HONDO
GREENWOOD
WASHINGTON BLVD.
RIO
SLAUSON AVE.
TELEGRAPH RD.

RESIDENTIAL
- LOW DENSITY
- MEDIUM DENSITY
- HIGH DENSITY
- VERY HIGH DENSITY

COMMERCIAL
- GENERAL
- BOULEVARD

- INDUSTRIAL
- INSTITUTIONAL
- PARK, RECREATION, OPEN SPACE
- EXISTING NEIGHBORHOOD & COMMUNITY PARKS, PLAYGROUNDS
- PROPOSED NEIGHBORHOOD & COMMUNITY PARKS, PLAYGROUNDS
- EXISTING MINI-PARKS, PLAZAS
- PROPOSED MINI-PARKS, PLAZAS
- FREEWAY
- MAJOR ROAD
- SECONDARY ROAD
- COLLECTOR

MONTEBELLO, CALIFORNIA GENERAL PLAN

KOEBIG & KOEBIG, INC.